# The Victoria Daily Times.

VOL. 1. VICTORIA, B. C., TUESDAY, JANUARY 27, 1885. NO. 196.


## PATTI CONQUERED.

### An Amusing Story Told of Her San Francisco Trip.

**Waking Up the Diva at 1 O'Clock in the Morning—An Adroit Appeal to Professional Pride.**

[Cor. Commercial Gazette.]

There are many amusing stories told of the San Francisco trip of last season—probably many of which are not true, but are nevertheless amusing enough. It is unnecessary to recall the fact that a great deal of money was lost in New York, for the Philadelphia season was only fairly good and Chicago but little better, while the flood put an effective damper upon any chances of money making at Cincinnati. The result was that the colonel found himself in St. Louis looked for Kansas City, Salt Lake and San Francisco, but without money enough to start the company. Even his sanguine mercurial temperament was dashed, and he frankly admitted to a friend that he would be blest if he could see how he was going to get even to Kansas City, much less to San Francisco. The friend, quite as much of a diplomate as Col. Mapleson himself, had an idea.

It was then after midnight. He betook himself to Patti's apartments—he must see Patti. The indignant reply came that it was too late, that she could not be seen; but his business was imperative, and she must be seen. Finally her head was stuck out of the door, and the untimely visitor was sharply asked the nature of his business. He was fully equal to the occasion. He told her in a most solemn and impressive manner that Col. Mapleson was ruined; that he had not only lost all the money that he had, but was seriously involved in his efforts to carry through the season of Italian opera. Mme. Patti intimated that there wasn't anything in this rumor that would seem to warrant her being routed out of bed at 1 o'clock in the morning to hear it. The visitor thought there was; for, "it is not so much that Col. Mapleson is ruined, for he can recover himself, but it is Mme. Patti who has ruined herself in ruining her manager."

The expression of blank amazement was rapidly giving way to one of anger, and the diva demanded to know what was meant by this. "It is very simple; Mme. Patti is ruined because Mme Patti has been unable to draw enough to pay her own salary; and if Mme. Patti has been getting $5,000 a night, when the total receipts were sometimes less than $3,000, it is plain that Mr. Mapleson is ruined because Patti has ceased to draw even against the inferior ducks and singers of the Metropolitan." It was a bold stroke and conquered. Patti indignantly exclaimed that this was not true, and that the company must go on. "Then you must advance $5,000" to Col. Mapleson at once, in order to pay his expenses and get the people out to Kansas City," and the wily beggar knew very well that she always carried anywhere from $5,000 to $20,000 in her trunk. She promptly unlocked it and produced the currency.

The diplomate returned to the colonel, who was gloomily walking up and down his room, and said, "I have got it." And his surprise was even greater when told from whom and how it had been obtained. As the story goes, this proved sufficient to discharge all current indebtedness, and the party set out on their 3,000 mile jaunt, and Mapleson cheerily jingled $1.27 in his pocket, as if it had been thousands instead of the entire available capital of Her Majesty's Opera company. But fate was not unkind. A pleasant little game of poker resulted in the transfer of $28 in cold cash from the pocket of one reporter and $14.50 from another to that of the colonel.

The house in Kansas City just about paid expenses. It was not until after leaving Omaha that Patti was again appealed to and $5,000 more transferred to the manager. The skies were bright when they reached the Golden Gate. More than $25,000 had already been received, and the arrival of the company gave a fresh stimulus to the interest of the public. The gross receipts for the season did not fall far short of $200,000. Patti was reimbursed on the day after her arrival, and money transmitted to New York to pay salaries due to people who were left behind.

**Keeping Down Expenses.**

[Pioneer Press "Voices."]

I heard a young man telling the other day how he managed to keep his living expenses down to close figure, without having to practice any self-denial. You see, I take my meals down street. I have bought two meal tickets, one at a first-class restaurant, and the other at a cheap place. When my appetite is good, or I want to take anybody to dinner with me, I go the best place, but when I don't feel particularly sharkish I go down to the other restaurant and give my order there. In that way I keep up about a comfortable average living. The cheap meal ticket also comes handy when I don't feel very flush, and have to begin cutting down expenses. Another way in which I find it useful is in relieving the hunger of my impecunious friends. When they get so hard up they can't afford a square meal and come around to me for relief, I display my magnanimity by handing them my meal ticket and telling them to go and get their fill. But it's always the cheap ticket though they suppose they are having a wealthy benefactor, and show down their feelings accordingly."

**Shakespeare's "Drummers."**

[Kansas City Times.]

It is always pleasant to notice signs of the growth of artistic intelligence among the people. The other day I overheard a fragment of conversation between a traveler and a hack driver, which appeared to me to be amusing. So much I could gather from the remarks of the latter, by the power which had drifted upon him of the modern drama. "Oh, they're good," the hackman, "these play-actors, they're good, all, Shakespeare's dramatic company."

"Shakespeare?" echoed the traveler, in disgust. "He's not in that business. I wouldn't go across the street to see him."

"That," said the driver, "is because you don't appreciate him. You ought to see Hamlet, or Richard, or some fine things. Why, he appeals to the educated mind, and he pleases every-day people. I'd like to see any other play than Shakespeare. The plots are simply immense. You go down to Shakespeare's and you see his plays."

**Gen. H. Jones, the Humorist.**

[Boston Herald.]

Following in the footsteps of the Battle age, Some [illegible] to amount that C[illegible] stop [illegible] being the purest [illegible] the best [illegible] to use, and that many diseases of the skin are traceable to them.

**Which Explained It.**

"It was not the dithrop I had taken," said a Kerry peasant charged with being drunk and disorderly, "but I had a shmoke out of a neighbor's pipe, and that leaned upon me."

## GOOD OR BAD TIMES.

**A Boston Newspaper Has Become Tired of Reviewing the Stock Markets and Submits the Following.**

[Boston Transcript.]

We are tired of the market, and have drawn up the following, which we warrant will hold good until after the Presidential election:

STOCKS SHOULD ADVANCE.

Because of the abundant harvests. The wheat crop is estimated at 499,000,000 bushels. The smallest wheat crop of late years was in 1881—357,000,000 bushels, and the largest in 1882—505,000,000 bushels.

Because India promises to send less wheat into Europe, and foreign crops are not over-brilliant.

Because everything except coal is low, and most things are below the cost of production. The present price of sugar makes molasses worth nothing. Oil can not be placed above ground for its present price of sixty-five cents per barrel; wheat, now at eighty-three cents a bushel at Chicago, has always proved to be cheap at under a dollar; only the Pennsylvania Steel Company can sell steel rails at under thirty dollars, and few, if any, furnaces can afford to make iron for the present prices.

Because stocks have tumbled for three years from July 2, 1881, to July 2, 1884, with the heaviest decline in 1884, and are now selling upon the average at less than one-half their former value. An average of the leading stocks upon the New York list shows prices now under an average of fifty-three against an average of 100¾ in 1881.

Because money reserves are large and funds must be easier. A surplus of 428,500,000 above the legal twenty-five per cent. reserve in the New York banks is unprecedented.

Because throughout the enormous shrinkages in all securities and classes of merchandise, failures have been light in legitimate trade.

Because of the dearth of securities in Wall street, as shown by the loaning premiums for all leading securities.

Because prices in many instances are so near nothing that they can't go lower.

Because every unfavorable element has been thoroughly ventilated and its influence now fully discounted by declines which have been more far-reaching than anybody ever predicted.

Because prices, though dull, are remarkably steady.

PRICES SHOULD DECLINE

Because of—

Failures.
Defalcations.
Strikes.
Distrust.
Hoardings of money by individuals and banks.
Pools and manipulation.
High-priced stocks cornered.
Low-priced stocks not wanted.
Depleted pocketbooks.
Incomes diminishing.
Mills closing.
Presidential election approaching.
Railroad pools breaking up.
Railroad rates diminishing.
Big crops calling big money from Wall street.
Clearing-house exchanges decreasing.
Real estate falling.
Cholera approaching.

The elaboration of the above is to be found in the daily dispatches.

**A Mate to Joe Cushing.**

[Railway Age.]

We printed last week a good story about "Joe Cushing's Railroad" six miles long, and the unique indorsement on his annual passes by which President Joe Cushing secured exchange of passes from most of the roads in the country. This great road was opened in 1881, but the idea contained in the humorous "conditions" on the back of the annuals is a good deal older, as we will proceed to show. In 1872 Colonel H. C. Nutt, now President of the Atlantic & Pacific Railroad Company, was Superintendent of the Union Pacific Transfer Company, which was running the transfer steamers "H. C. Nutt," "N. D. Munson" and "P. F. Geisse" across the Missouri River between Council Bluffs and Omaha, previous to the erection of the great iron bridge. Colonel Nutt got up an elegantly engraved annual pass, which bore on the back the following:

CONDITIONS.

As the U. P. T. Company are unquestionably responsible for the safety of all persons, both at home and abroad, the holder of this free pass is required to pass as much time as possible upon the boats of this company, thereby securing the greatest possible immunity from perils of all kinds.

The humor of inviting people to "pass as much time as possible" upon a ferry-boat on the Big Muddy, as a means of safety—to say nothing of the exhilerating variety of scenery and delightfulness of temperature—was appreciated, and Superintendent Nutt received 199 passes that year in exchange for something over 700 issued. It is proper to add, however, that the Colonel's connection with railway interests was known to be no joke, but a very substantial thing which entitled him to consideration everywhere. He now issues passes as the head of a great transcontinental railway, and the "conditions" on the pasteboards are probably some what less liberal than those quoted above.

**The Bull and Blockhound.**

[Louisville Post.]

Yesterday afternoon a wild Cherokee bull was imprisoned in the pen of Mr. Shucknight. The bull was a very ferocious one, just having been received from the Indian Territory. By some chance the door of the pen was left open. The bull, observing this, made a dash through it. Two neighboring dogs ran at the bull, which so incensed him that he charged upon them, killing one of them with his sharp horns. The bull, with head and tail high in the air, continued his course. He made a dash for a young butcher, struck him in the side and knocked him into the ditch. He then drew back for another plunge, but such was his impetus that he leaped entirely over the ditch. Two bloodhounds, belonging to a man in the neighborhood, were procured and put in pursuit. The bull killed one, but the other got him by the ear, and no amount of shaking would throw him off. He finally ran again, with the dog still clinging to his ear. Reaching Beargrass he plunged into the creek, and held his head and the dog beneath the water until he thought the latter was drowned. Being unable to hold his head under the water any longer, he brought it up, but the dog was still there. The bull then swam to the bank, where he was lassoed and capured.


## CLASSIFIED BUSINESS CARDS.

MEDICAL.

**Dr. MORRISON,**
RECENTLY FROM TORONTO, CANADA,
Office, over the London House, Government Street, B. C. Special attention paid to diseases of the Eye and Ear, and diseases of Women and Children. Calls promptly attended both day and night.

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BOOT AND SHOE STORE,
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Plans, specifications and estimates furnished for buildings.

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Fine Graining and Marbling a specialty, also artistic imitations of any class of wood. Paper hanging, kalsomining, etc., promptly executed.

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Make estimates on every description of buildings. Contracts taken at fair prices and satisfaction given.

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**FOR SALE.**

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**STEAMER RUBY.**
Including two propeller wheels, one four feet in diameter and one four and one half feet in diameter; stern bearings and bolts for same; cast iron sleeve and stuffing box; one shaft ten feet long three inches in diameter, with two brass sleeves; one tripper windlass; one Government safety valve; one heater and piping. Apply to Turner, Beton & Co., at Moore's ship yard James Bay. aug29tf


## TRAVELERS' GUIDE

### CANADIAN PACIFIC RAILW'Y

**Time Card No. 5.**

*To take effect at 12 p. m., Sept. 4, 1884.*

| GOING EAST. No. 3, Freight, Saturd'y only. | GOING EAST. No. 1, Mixed, Tuesd'ys Thurs. | Distance | STATIONS. | | GOING WEST. No. 2, Mixed, Monday Wed. | GOING WEST. No. 4, Freig't Frid'ys only. |
|---|---|---|---|---|---|---|
| 8.00 A.M. | 3.00 A.M. | 0 | Pt. Moody | A/D | 6.30 P.M. | 6.00 P.M. |
| 6.00 " | 6.00 " | | | A/D | 5.30 " | 3.30 " |
| 7.00 " | 7.00 " | 12 | Pt Hamm'd | A/D | 5.00 " | 3.00 " |
| 7.25 " | 7.25 " | 20 | Whonnock | | 4.10 " | 2.10 " |
| 8.35 " | 8.35 " | 35 | Mission | | 3.15 " | 3.15 " |
| 9.10 " | 9.10 " | 45 | Nacomlis | | 2.25 " | 2.25 " |
| 9.55 " | 9.55 " | 49 | Harrison River | | 1.50 " | 1.50 " |
| 10.35 " | 10.55 " | 58 | Admsolz | | 12.50 " | 12.50 " |
| 11.20 " | 11.20 " | 66 | Ruby Creek | | 12.10 " | 12.40 " |
| 12.05 P.M. | 12.05 P.M. | 76 | Hope | | 11.25 A.M. | 11.25 A.M. |
| 12.45 " | 12.45 " | 82 | Texas Lake | | 11.00 " | 11.00 " |
| 1.10 " | 1.10 " | 93 | Emory | | 10.45 " | 10.45 " |
| 1.30 " | 1.30 " | 80 | Yale | A/D | 10.25 " | 10.25 " |
| | 2.30 P. | | | D/A | 10.00 " | 10.00 " |
| | 3.40 " | 102 | Spuzzum | | 9.10 " | 9.10 " |
| | 4.30 " | 117 | North Bend | | 8.00 " | 8.00 " |
| | 5.00 " | 128 | Keefers | | 7.00 " | 7.00 " |
| | 6.45 " | 136 | Cisco | | 5.50 " | 5.50 " |
| | 7.15 " | 144 | Lytton | | 5.25 " | 5.25 " |
| | 7.40 " | 151 | Gladwin | | 5.00 " | 5.00 " |
| | 8.10 " | 164 | Thompson | | 4.40 " | 4.30 " |
| | 8.40 " | 181 | Drynock | | 4.10 " | 4.10 " |
| | 9.10 " | 186 | Spence's Br'ge | | 3.40 " | 3.40 " |

**Train No. 5—Freight.**

Leaves Yale for Spence's Bridge at 2 p. m. Sundays only.
A. ONDERDONK, General Manager. M. J. HANEY, General Superintendent.

### CANADIAN PACIFIC RAILWAY.

The New Line, Toronto & Montreal, via Ottawa.

| TIME TABLE. | Morning Express. | Night Express. |
|---|---|---|
| Leave Montreal | 8.45 A.M | 8.00 P.M. |
| Arrive Ottawa | 12.05 P.M | 11.30 P.M. |
| " Toronto | 10.00 P.M | 3.45 A.M. |
| Leave Toronto | 9.20 A.M | 8.00 P.M. |
| " Ottawa | 7.00 P.M | 4.37 A.M. |
| Arrive Montreal | 10.25 P.M | 8.25 A.M. |

Elegant Parlor Cars on day trains. Luxurious Sleeping cars on night trains.

Close connection at OTTAWA with trains to and from

**Sudbury, North Bay, Pembroke, Renfrew, Arnprior,**

And all points in the Upper Ottawa Valley. Connections at Toronto for all points WEST, SOUTH and NORTHWEST.

W. C. VAN HORNE, General Manager.

Scale of charges from Victoria to the undermentioned points. Tickets can be procured from Robt. Irving, Agent, O. R. & N. Co., C. P. N. building Wharf street.

| | 1st Class. | 2d Class | 3d Class |
|---|---|---|---|
| Boston | $185 50 | $109 50 | $74 50 |
| New York | 133 50 | 107 50 | 72 50 |
| Halifax | 148 50 | 118 50 | 83 50 |
| St. John, N. B. | 144 00 | 115 50 | 86 50 |
| Philadelphia | 131 75 | 106 00 | 71 00 |
| Montreal | 125 50 | 105 50 | 70 50 |
| Toronto | 127 50 | 101 50 | 66 50 |
| Kingston | 132 25 | 103 70 | 68 70 |
| Ottawa | 135 50 | 106 00 | 71 00 |
| Hamilton | 127 25 | 101 50 | 66 50 |
| Guelph | 126 75 | 101 50 | 66 50 |
| London | 124 90 | 99 90 | 64 90 |
| Buffalo | 127 50 | 101 50 | 66 50 |
| Detroit | 121 50 | 96 50 | 61 50 |
| Chicago | 113 50 | 90 50 | 56 00 |
| St. Paul | 105 00 | 82 00 | 52 00 |
| Duluth | 105 00 | 82 00 | 52 20 |
| Winnipeg | 113 25 | 99 25 | 54 50 |

Pulman Car accommodation from Portland to St. Paul can be secured at the above office in advance. A Dining Car is attached to all through trains; meals served at 75 cents. The Atlantic Express leaves Portland daily at 11.40 a. m., affording travellers an excellent opportunity of beholding the unrivalled scenery of the Columbia River as far as The Dalles.

**Condensed Through Time Table.**

Passengers going South and East will find the following time card of interest:

| Atlantic Express | Distance Portland | Miles | STATIONS. | | Pacific Express | St. Paul | Days Group |
|---|---|---|---|---|---|---|---|
| 5.30 PM | 1st | 0 | Portland | Lv | 8.10 AM | | 7th |
| 9.00 | day | | East Portland | | 7.40 | | day |
| 9.27 | " | 66 | Hood River | Ar/Lv | 4.12 | | " |
| 10.50 | " | | Dalles | Ar/Lv | 2.50 | | " |
| 11.00 | " | 88 | Lv | Ar | 2.40 | | " |
| 2.55 AM | " | 187 | Umatilla | Lv | 10.25 PM | | " |
| 4.20 | " | 206 | Ar. Wallula Junction | Lv | 9.20 | | " |
| 4.40 | " | 208 | Lv. Wallula Junction | Ar | 9.00 | | " |
| 6.55 | " | 214 | Palouse Junction | | 6.35 | | " |
| 10.00 | " | 245 | Ar. Spokane | Lv | 3.15 | | " |
| 11.20 | " | 260 | Cheney | | 2.00 | | " |
| 12.15 PM | " | | Spokane Falls | | 1.01 | | " |
| 1.20 | 2d | | Rathdrum | | 11.57 AM | | " |
| 1.50 AM | " | | Moscow | | 9.10 | | " |
| 3.30 | " | 322 | Garrison | | 9.10 PM | | " |
| 6.30 | " | 375 | Ar. Helena | Lv | 6.15 | | " |
| 7.35 | " | 396 | Helena | Ar | 5.45 | | " |
| 1.20 PM | " | 633 | Bozeman | | 1.35 | | " |
| 2.00 | " | 705 | Billings | | 12.45 PM | | " |
| 8.25 | " | 736 | Bismarck | | 11.25 | | 3d |
| 8.25 AM | 3d | 1444 | Fargo | | 3.30 | | 1st |
| 7.10 | " | 1629 | Brainerd | | 9.45 PM | | " |
| 12.30 PM | 4th | 1911 | Ar. St. Paul | Lv | 4.00 | | " |

Emigrant train leaves East Portland daily, at 6.20 A. M., arriving at 7.40 P. M., daily. Time, 5½ days each way.

Steamer leaves Ash Street Wharf at 5.30 P. M., and East Portland at 8.00 P. M., connecting with N. P. R. R. train for all points east.

Northern Pacific train to connect with Puget Sound and Victoria boats leaves Portland daily at 9.25 A. M., arriving at Tacoma at 6.05 P. M.; leaves Tacoma for Portland at 7.25 A. M., and arrives at 4.15 P. M.

### AT ST. PAUL

Travellers have a choice of routes. Passengers arrive in and depart from the Union Depot, thus avoiding the expense of transferring baggage. The several routes to Chicago, Milwaukee and all points are

The famous Albert Lea Route,
The great Rock Island Line,
The Chicago, Milwaukee & St. Paul,
The Chicago and Northwestern,
The Royal Route.

The distance from St. Paul to Chicago is about 450 miles. The trip is made in 15 hours. Trains leave each city in the morning, mid-day and evening.

### CHICAGO AND GRAND TRUNK TIME TABLE

**Chicago & Grand Trunk and Grand Trunk Railways.**

| | Limited Express | Atlantic Express |
|---|---|---|
| Lv. Chicago via C. & G. T. Railway | 3.21 P.M. | 8.30 P.M. |
| Ar. Port Huron | 1.26 A.M. | 7.00 A.M. |
| " London | 4.50 A.M. | 11.20 A.M. |
| " Hamilton | 6.50 A.M. | 1.55 P.M. |
| " Suspension Bridge | 8.05 A.M. | 3.15 P.M. |
| " Buffalo | 8.15 A.M. | 3.10 P.M. |
| " Toronto | 8.10 A.M. | 7.10 P.M. |
| " Montreal | 7.00 P.M. | 7.15 A.M. |
| " Portland | 12.35 P.M. | 5.20 P.M. |
| " Boston via Niagara Falls | 12.10 A.M. | 9.35 A.M. |
| " Boston via Montreal | 8.30 A.M. | 7.05 P.M. |
| " New York | 10.00 A.M. | 7.30 P.M. |

Trains leave Chicago daily, Sunday included.

CANADIAN PASSENGERS can now have their baggage examined and passed customs at depot in Chicago, corner Fourth avenue and Polk street, thereby avoiding all annoyance and delay at the Canadian frontier.

W. J. SPICER, Gen Manager. GEO. B. REEVE, Traffic Manager.
J. A. ROBBINS, Western Passenger Agent, Chicago and Grand Trunk Railway, Chicago.

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**In the Name by which**

### The Michigan Central R. R.

is universally known because (1) it is the only line out of Chicago running its trains via the Niagara Falls, giving passengers a full view of that world's wonder; (2) it is the only line between those two points and Buffalo under one management. Through express trains are run as below, offering to all classes of passengers more and better accommodations than any other line:

| | | | | | |
|---|---|---|---|---|---|
| | a.m. | a.m | p.m. | p.m. | p.m. |
| Lv. Chicago | †6.45 | †8.55 | †4.15 | †8.40 | †9.55 |
| | p.m. | p.m. | p.m. | a.m. | a.m. |
| Ar. Detroit | †6.10 | †8.25 | 11.50 | *5.35 | †5.25 |
| | p.m. | p.m. | a.m. | a.m. | a.m. |
| Ar. St. Thomas | †11.20 | †11.45 | *3.25 | *10.05 | 11.20 |
| | a.m. | a.m. | a.m. | p.m. | p.m. |
| Ar. V. R.) (via C. Toronto | †9.00 | †9.20 | †9.30 | †3.40 | †6.35 |
| | a.m. | a.m. | a.m. | p.m. | p.m. |
| Ar. Niagara Falls | *2.30 | *8.30 | *4.35 | *1.55 | *3.30 |
| | a.m. | a.m. | a.m. | p.m. | p.m. |
| Ar. Buffalo | 3.40 | 8.00 | *7.50 | *3.00 | 6.45 |

Connecting with N. Y. C., N. Y., L. E. & W., E. L. & W., and R. N. Y. and P. Railroads.

O. W. RUGGLES, Gen Pass. and Ticket Agent, Chicago.


SAILING OF VESSELS—RAILROADS, ETC

## Intercolonial Railway.

The Direct Route from the West for all Points in New Brunswick, Nova Scotia, Cape Breton and Newfoundland.

THROUGH EXPRESS PASSENGER TRAINS run Daily (Sundays excepted) as follows,

| | | |
|---|---|---|
| Leave Pointe Levis | 8.00 | A. M. |
| Arrive Riviere du Loup | 12.05 | P. M. |
| " Campbellton | 7.02 | " |
| " Dalhousie Junction | 7.51 | " |
| " Bathurst | 9.20 | " |
| " Newcastle | 11.00 | " |
| " Moncton | 1.40 | A. M. |
| " St. John | 5.30 | " |
| " Halifax | 9.20 | " |

The Grand Trunk Trains leaving Montreal at 10.45 p. m., connect at Pointe Levis with these trains.

The Trains to Halifax and St. John run through to their destination on Sundays.

All Trains are run by Eastern Standard Time.

D. POOTINGER, Chief Superintendent.

THE

## GREAT OVERLAND ROUTE.

### Northern Pacific R. R.

THE ONLY LINE

Running through trains to the East via. St. Paul Minneapolis or Duluth

ONLY LINE running Pullman Palace Cars.
ONLY LINE running Palace Dining Cars. (Meals 75 cents.)
ONLY LINE running Luxurious Day Coaches.
ONLY LINE running Elegant Emigrant Sleeping Cars, with berths FREE OF CHARGE.
NO CHANGE OF CARS OF ANY CLASS.

ATLANTIC EXPRESS LEAVES PORTLAND 5.00 p.m. daily, arrives at Minneapolis or St. Paul, 12.25 noon FOURTH DAY. Connections made at St. Paul or Minneapolis for all points East, South and Southeast.

Through connection from Victoria made with Atlantic Express at Portland.

CHAS. S. FEE,
Gen. Pass. Agent, St. Paul

A. D. CHARLTON,
Gen. Western Pass. Agent
No. 2 Washington Street, Portland.

ROBT. IRVING, Agent, Victoria.

## SECURE YOUR TICKETS

FOR

### Overland Travel

BY THE GREAT

## Albert Lea & R'k Isl'nd ROUTES.

Connecting with the N. P. R. R. AT ST. PAUL AND MINNEAPOLIS

COMFORT, SPEED, PLEASURE, CHEAPNESS.

ALL COMBINED.

ROBERT IRVING, Agent, Victoria.

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### Pacific Mail Steamship Company.

THE COMPANY'S STEAMERS WILL SAIL FOR HONGKONG via YOKOHAMA as follows:

CITY OF TOKIO, February 26th
City of Rio de Janeiro, Feb. 14th

Excursion tickets to Yokahama and return at reduced rates.

For NEW YORK via PANAMA.

SAN BLAS - - - Jan. 15th.

At 10 o'clock A. M.

Taking freight and passengers for Mazatlan, Acapulco, Champerico, San Jose de Guatamala, Acajutla, La Libertad and Punta Arenas.

For Honolulu, Auckland and Sydney.

CITY OF SYDNEY - - Jan. 18th

at 2 o'clock p.m. or immediately on arrival of the English mails.

$10 additional is charged for upper cabin passage.

For freight or passage apply at the office, corner First and Brannan streets.

WILLIAMS, DIMOND & CO., Gen. Agents.

### European Steamship Company.

To and from Europe via the following Lines

AMERICAN, INMAN, WHITE STAR, ANCHOR, GUION, RED STAR, ALLAN, NATIONAL CUNARD, NORTH GERMAN LLOYDS, STATE, HAMBURG AMERICAN PACKET COMPANY ROTTERDAM LINE, ITALIAN LINE

In Connection with Railroad Tickets Overland via

NEW YORK BOSTON BALTIMORE PHILADELPHIA OR QUEBEC.

For information call on or address

A. L. MAXWELL,
Agent N. P. R. R. Co.

Overland Ticket Office, Foot of Ash St. PORTLAND, OREGON.

Berths secured in advance by Telegraph.

## FOR SEATTLE.

ELIZA ANDERSON,

Via PORT TOWNSEND.

This Swift, Elegant and Commodious Steamer,

Will leave Victoria for the above-named ports every

Sunday at 2 o'clock A. M., and Wednesday and Friday at 2 A. M.,

Returning from Seattle, leave Tuesdays, Thursdays and Saturdays at 2 A. M. ja16

## W. R CLARKE,

**Auctioneer,**

**Appraiser and Commission Merchant.**

SALESROOM:—FIRE PROOF BUILDING, YATES ST. VICTORIA, B. C.

Liberal advances made on consignments.

To sell, rate the sale of Real Estate, I have control maps of Victoria, Esquimalt, New Westminster and the Districts.

N. B.—Parties desirous of selling their Stock, Stock in Trade, or Furniture, and not wishing the trouble of an Auction Sale, can find a Cash buyer by calling on the above.

Office of Harbor Master and Port Warden.

CIGARS, TOBACCO, ETC.

**FRANK CAMPBELL,**
IMPORTER AND DEALER IN

FINE HAVANA CIGARS.
Meerschaum Pipes,
SMOKING TOBACCO
CORNER YATES AND GOVERNMENT STS.
VICTORIA, B. C.

**KURTZ & Co.,**
Pioneer White Labor
**Cigar and Cigarette Manufacturers.**
Established, 1879.
VICTORIA. - - BRITISH COLUMBIA

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A Boarding and Day School for Girls.

**TACOMA, W. T.**

The Rt. Rev. John A. Paddock, D. D., Rector.
The Rev. Lemuel H. Wells, A. M., Chaplain.

**THE EASTER TERM**
OPENS ON
THURSDAY, JANUARY 22, 1885

For admission apply early to the principal,
MRS. LEMUEL H. WELLS.
de23-tm Tacoma, W. T.

**CHAS. HAYWARD**
Funeral Director
and Embalmer.
Government St. VICTORIA, B. C.

**THE ISLAND RAILWAY**

**ABLE BODIED MEN**

Accustomed to Chopping

WANTED

FOR THE ISLAND RAILWAY.

Apply to

Robertson, McLagan & Co.,

Second door south of P. O., Government St.

Buy It! Try It!!

**RED CROWN FLOUR!**

New Process.

Best for Family and Baker's

HAVE NO OTHER.

For Sale by all Respectable Grocers

At Wholesale and Retail

Ask for it! Manufactured by

ISOM LANNING & CO.
Albany, Oregon.

**The Nobbiest Pants & Suits**

Latest English and American Patterns Of Our Own Selections.

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**The Best Weekly Times**

Present to send to an absent friend is a copy of the

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Subscribe for it and send it to your friends.

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**Robt. Ward & Co.**

Wharf Street, Victoria,

**Merchants, Shipping,**

—AND—

**INSURANCE AGENTS**

Indents of Every Description of British and Foreign Merchandise Executed on the most favorable Terms.

CHARTERS EFFECTED.

—IMPORTERS OF—

Wines, Spirits,
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Caps, Fuse,
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—SOLE AGENTS FOR—

Curtiss' & Harvey's Blasting and Sporting Powder,

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**Royal Insurance Co.**

ASSETS, $26,225,525.

The Royal has a larger surplus EXCLUSIVE OF CAPITAL, than any other British Office.

Risks accepted, Policies issued, Losses promptly and liberally adjusted by the General Agents in Victoria,

ROBT. WARD & CO.

**London & Lancashire**

FIRE INSURANCE COMPANY.

CAPITAL $9,260,000.

Risks accepted at this Agency and Losses paid by

ROBT. WARD & CO.,

General Agents for B. C.

**Standard Life Assurance Company.**

ESTABLISHED 1825.

Accumulated Funds. $31,000,000

The Standard is one of the wealthiest Life Offices in the world and offers every facility for Assurances and Endowments. The conditions of the Standard's policies are most liberal, and the Rates of Premium will compare favorably with those of any other first class office, offering similar advantages.

Proposals received, Policies issued and losses paid in Victoria.

For Rates of Premium and full particulars apply to

ROBT. WARD & CO.,

Agents and Secretaries to the Local Board of Directors.

**Union Marine Ins. Co.,**

—AND—

**London & Provincial**

MARINE INSURANCE CO.

Risks accepted on HULLS, CARGOES and AND PROSPECTS and TREASURE.

Losses made payable in all parts of the world.

**Robt. Ward & Co.,**

Wharf Street, Victoria.

Agents for British Columbia.

# The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Tuesday, Jan. 27, 1885.

THE TIMES,

PUBLISHED DAILY AND WEEKLY, BY THE TIMES PUBLISHING COMPANY.

OFFICE—Government Street, Near Johnson.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:

| | |
|---|---|
| One year for | $9.00 |
| Six months | 5.00 |
| Three months | 3.00 |

Delivered in all parts of the city by carrier, at 25 cents per week.

| | |
|---|---|
| THE WEEKLY TIMES, per year | $2.00 |
| " " six months | 1.25 |

TERMS—Strictly in advance.

The Weekly Times is published every Friday morning. Is an excellent readable family journal, sent to all parts of Canada and the United States free of postage.

TRANSIENT ADVERTISING—Per line, solid nonpareil: First insertion, 10 cents; each subsequent consecutive insertion 4 cents. Advertisements not inserted every day, 10 cents per line for each insertion. No advertisement in this classification inserted for less than 25.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business—published at the following rate per line space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisements:

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Notices inserted amongst regular reading matter 25 cents per line for each and every insertion.

Where cuts are inserted they must be ALL METAL—not mounted on wood.

Advertisements unaccompanied by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of specified period will be charged the same as if continued for full time.

Special rates for WEEKLY TIMES.

TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 A. M. on the morning of publication; otherwise insertion cannot be guaranteed.

Address, THE TIMES PUBLISHING CO., Victoria, B. C.


ADVICES from New Orleans state that the exposition is a big fizzle.

A LARGE number of members of Parliament will visit the Rockies, at the invitation of the Canadian Pacific, as soon as the line on the north shore of Lake Superior is passable.

THE report of the arrest of Campbell in Chicago for the robbing of Canadian mails at Winnipeg has created a sensation in postal circles. He had $18,000 on him when arrested.

ALL the leading cities of China can now be reached from this country in five hours by telegraph. It is only within a very few years that there has been a telegraph line in the celestial empire.

IN California there seems to be a general protest against wheat culture and the press insists that wheat must go, and its place given to fruit culture. There were 57,000,000 bushels raised there the past year, which netted but $22,000,000, and it is figured that the acreage in fruit at the present prices would have brought $400,000,000.

SIX Nevada City men have started a "Tapering Off Club." It is reported that they have got so far along the line that now they meet daily in a certain saloon in that city, shake the dice for the drinks and cigars, have the glasses and smokers set before them, pay therefor, then walk out witout touching, tasting or smelling of them." Don't believe it.

Mr. Whittier has just celebrated his 77th birthday, Mr. Holmes is about 75, Mr. Tennyson is an old man. These examples have incited the publication of a great many newspaper articles on the longevity of poets. It would appear, however, from Mr. Tennyson's recent verses that the prolongation of a poet's life does not depend upon his ability to write poetry.

WHEN the Canadian contingent of the Nile expedition enlisted, it was for a term of six months. At its expiration they were to be returned to Canada at the expense of the Imperial Government. Nearly five months have passed and it is believed it will be five months before they will will have completed their work. After six months is up, they will be in a position to dictate their own terms with the British Government in renewing the contract. They cannot be left on the desert, and will have to follow the expedition. They expect to reap a good harvest out of John Bull.

A PARAGRAPH is now being circulated in the American newspapers, to the effect that many Ontario merchants and manufacturers who have large mills, save a third in their postage expenses by sending their mail matter in bundles by express to the nearest postoffice on the United States side of the boundary line, where they mail it at the two-cent rate. If the practice is maintained, and there seems nothing to prevent it, the loss of revenue thereby sustained may lead the Dominion Government to adopt a similar rate of postage to that prevailing in the United States. There is no sense in maintaining the present anomalous condition of things, more especially as the experience of the Americans has shown that any loss of revenue caused by the reduction of the rate of postage is fully made up by an increase in the amount of correspondence.

THE great advances which have been made within the last fifty years in promoting facility of communication between the two hemispheres are strikingly illustrated. A voyage which in 1838 took from fifteen to eighteen days can now be accomplished within a week. Prior to the introduction of steam as a motive power on the Atlantic, the time consumed was of course greatly in excess of that given above, often exceeding forty days. Before 1830 the number of passengers carried between Europe and the United States averaged about 14,000; the number so carried by Liverpool steamers alone in 1882, exceeded 200,000. The expense of making a trip across the ocean has of course greatly decreased within the half century, so that a voyage which formerly was undertaken only by persons whose motives for traveling were extremely urgent, owing to the expense, the delay and the discomfort attending it, is now quite commonly made for ordinary occasions of business or pleasure.

## A NEW RAILWAY.

Dr. Bell, of the Canadian geological survey, in the course of an interview with a Toronto *Globe* reporter, refers to the project of a railway to run from Quebec to some point on the Labrador coast as part of a system of travel between Europe and America, and practically an extension of the Canadian Pacific railway to the most northerly ocean terminus possible. The distance from Quebec, says Dr. Bell, would be about 750 or 800 miles. The Labrador terminus could be fixed at Cartwright harbor, or at Sandwich bay, both of which are near the great Hamilton Inlet, or at Tub harbor at the mouth of the inlet. The ocean voyage would be reduced to three days, and the vessel would be out of sight of land only one complete day. This route would have the great advantage over the short line proposed by way of Newfoundland and that there would be no ferry necessary. It is just as short as the Newfoundland route, for, although the easternmost extremity of Newfoundland seems, by the map, nearer to Europe than to any of the points I have named, that is only apparent and not real. The approach to Liverpool, if it was decided to reach it first, would be more direct than by any other route, owing to the fact that the start is made farther north. The road would not be blocked by snow and ice more often than other northern railways. There is no more snow there than in Toronto. The great advantage would be in shortening the sea voyage. By that trip of 800 miles from Quebec, a point would be reached only half as far from Liverpool as New York is. The doctor further gives it as his opinion that a harbor open all the year could be found, but at the worst it would be a good route for eight or nine months in the year. Such a route should attract tourists and business men. A man could get into a palace car in New York, ride in it for thirty-six hours, get aboard the steamer and land in Liverpool three days afterwards. When asked about the expense and difficulty of construction, the doctor replied that in these days of enormous investments and rapid railway construction, neither of those would be very serious obstacles. The road he believes should be constructed along the shore or the St. Lawrence, leaving the river only to go by the shortest route to the terminus. There is a ledge of terrace all along that shore where the sea has retired or the land risen. This is shown by the fact that on each of the rivers emptying into the gulf on that side there is a fall from half a mile to two miles from the river's mouth. This would afford a comparatively easy way for the road, and as it would pass near the sea for nearly its whole length, men and supplies could easily be taken in, so that the work could be attacked in many places at the same time. The whole country is as thickly inhabited as it can be. Wherever there is a living for a man the man is there, so that labor could be supplied. There is good timber available for the work. The only great difficulty would be in crossing the Saguenay but the Dr. is confident that a ferry, such as those in use between Detroit and Windsor, or between Oakland and San Francisco, could be made available.

## FACTS AGAINST THEORIES ON DRAINAGE.

The question of drainage and its effects on public health is being discussed in more places than Victoria. Some writers hold that if underground drains are laid down at the same rate for the next decade or two as they have been in the past twenty years, the whole country will become an arid desert. One writer, Mr. Henry Stewart, says that "by excessive drainage the water of the soil is run out into the streams within a few hours after a rain. This water carries off a vast quantity of soluble fertilizing material, chiefly the nitrates and potash, which are so valuable. When the dry season sets in there is no moisture in the soil, and the ground dries out and injures the crop." The Detroit *Post* criticises Mr. Stewart's arguments in an article which gives briefly a number of strong reasons in favor of thorough drainage. It says;

Mr Stewart is unusually good authority on agricultural matters, but we fear that he is getting off his base in regard to drainage. The facts are against him, no matter what theories he may advance. He admits that drainage is good for wet places, and that surface water needs removal. If so, where shall it be stopped? If water is removed from the surface only, does it leave the soil in bad condition for working? Not at all. The soil holds by absorption a large amount of water, and if this must be removed by evaporation alone, it will leave a heavy soil, so hard that no crop roots can penetrate it; while on the other hand, where there are tile-drains, the surplus water immediately passes off and leaves the soil light and porous. What good is the moisture in the soil if the roots cannot get at it? Evidences of the beneficial effects of drainage are so clear that they need no advocate where they can be seen. The argument for partial drainage is good for thorough drainage, because any tile drainage is thorough, so far as it extends its influence, which is in proportion to its depth. Every one knows, who has observed the working of drains, that where they are so far apart as not to reach the total area in their effects, that the best crops grow over and near the drain, and that the point between them from which the water is not brought away, bears the poorest crops; that is, if the soil is not all heavy and retentive of water. If a little drainage is good, that which is thorough is better. If it is well to take the surplus water from a part, why not from all?

In this opposition the thorough drainage, one of the most important points, is lost sight of. All farmers know that heavy soil cannot and must not be worked when saturated with water. It would be time worse than wasted, because of the after effects; and they also know that drainage enables them to work their land after heavy rains and in the early spring, and which means they may be able to save a crop from weeds or to get it in the soil so much earlier as to insure a better crop, as well as the further consideration of time saved for other important operations. This latter point is no small item, and enough is lost in some wet seasons to pay for good tile drainage. Another point in regard to the loss of nitrates and potash. It was found by Dr. Eawes, in experiments of his farm at Rothamsted, that when a full crop was growing on the land, there was no loss of either of these elements through the drains; but where there was no crop there was a loss, although not excessive. How is it in soils that have a nervous subsoil? They do not seem to lose all the nitrates. But if some is lost, what benefit are they so long as the soil is so filled with water that the crops do not grow and use them?

One grand experiment that is frequently referred to, but none the less conclusive on that account, is that of John Johnston, who began extensive title-draining on his farm near Geneva, N. Y., more than forty years ago, and, though the soil was good strong upland, it was heavy clay, and wheat failed frequently. After thorough drainage there was no trouble in raising a full crop of wheat each year. If the nitrates and potash were carried away by the drains, there was enough left to produce forty bushels and upwards of wheat to the acre for years and to this day. He found that the wheat was less liable to winter kill—in fact, seldom or never did on the drained land.

The principle oject of drainage is to increase crops. If it does this, it is useful, and the more the better. If not, and there is no other good reason, it will be time to cry a halt; because if there is no benefit there will be no remuneration for the expense. The testimony, however, of those who worked drained soils does not coincide with that of Mr. Stewart, either in regard to the endurance of drought or the loss of fertility.

## JOHN BRIGHT ON WOMEN'S SUFFRAGE.

On the 26th of April, 1876, Mr. Bright, in the House of Commons, opposed the second reading of the Women's Disabilities Removal Bill. In the course of his speech he made the following remarks: "We, in this house have one peculiar knowledge, that is of the penalties which we pay for our constitutional freedom. There are many in this house who cannot look back upon their electioneering experience without feelings of regret, and I am afraid there are some who must look back with feelings of humiliation. Now, I should like to ask the House whether it is desirable to introduce our mothers, and wives, and sisters, and daughters, into the excitement, and the turmoil, and it may be into the very humiliation which seems in every country so far to attend a system of Parliamentary representation whether it be in the United States, where so many systems are tried, or in this country; and in France, of which we recently had an example; we see how much there is that candidates can scarcely avoid, yet must greatly deplore; and we are asked to introduce the women of England into a system like this, from which we can hardly extract ourselves without taint of pollution, which we look back upon even with shame and disgust. I won't say that women would be more likely to be more tainted in this manner than we are, but I believe there have been some experiences even since the Municipal Act gave them votes. * * * * * My sympathies have always been in favor of a wide suffrage. They are so at this moment, and I grieve very much that a measure should be submitted in favor of the extension of the suffrage to which I cannot give my support. But I confess that I am unable for the sake of the women themselves to introduce them into the contest of our parliamentary system, to bring them under the necessity of canvassing themselves or being canvassed by others. I think they would lose much of that, or some of that, which is best that they now possess, and that they would gain nothing from being mingled or mixed with the contest and the polling book. I should vote for this measure if I were voting solely in the interests of the men. I shall vote against it, I believe with perfect honesty, believing in doing so that I am serving the interests of women themselves." The second reading of the bill was negatived by 239 votes against 152.

## GOVERNMENT CAUCUS.

At a caucus of the Government supporters on Saturday evening, the the Independents "spoke right out in meeting, and lectured the Government for its sins of ommission and commission. A lively interchange of opinions is known to have taken place, which, if published, would establish the unhappy fact that peace and harmony does not prevail in the family circle.


## NEW TO-DAY.

W. E. CHAMBERLAIN & T. A. ROBINSON

PACIFIC Business College, 320 POST ST. SAN FRANCISCO

LIFE SCHOLARSHIPS $70

No Vacations

DAY AND EVENING SESSIONS.

Ladies admitted into all departments.

Send for circulars.

For Sale Cheap.

A WELL-BUILT, COMFORTABLE HOUSE, standing in a large piece of ground on James Bay; has woodshed and all conveniences; good garden and well fine spring water. Within ten minutes walk of P. O. and five minutes of Beacon Hill. Apply at CROASDAILE & JONES, Real Estate Agents.

ALASKA STEAMER.

THE PACIFIC COAST Steamship Co's steamship

IDAHO,

CARROL, Master.

Will sail from this port on or about the 31st January.

WELCH, RITHET & CO., Agents.

22d January, 1885. ja24

THE OPPOSITION

STEAMER

TEASER

FOR

New Westminster, Port Hammond

And way ports, leaves Turner, Beeton & Co's wharf every SUNDAY and WEDNESDAY evening at 11 p. m.

Fare to New Westminster - $1 50

Freight per ton - - - 2 00

WM. MOORE, Master.

PRIVATE BILL.

NOTICE IS HEREBY GIVEN THAT APplication will be made to the Legislative Assembly, of the Province of British Columbia, at the present session, for an act to incorporate a company for the purpose of constructing, managing and maintaining Water Works to supply the town of Esquimalt, the Royal Naval Dock Yard, the Royal Naval Hospital and the residents of the Peninsula bounded by Victoria Arm and Harbor, the Straits of Fuca and Esquimalt Harbor, and for the purpose thereof granting to the said company the privilege of taking water from Thetis Lake and Deadman's River, with power to the said company to build flumes, aqueducts, lay pipes erect dams, acquire lands and do all other acts and things necessary for the purposes aforesaid.

D. M. EBERTS, Solicitor for Applicants.

Dated the 21st day of January, 1885.

Window Glass

CHANCEY'S 16-OZ.

All Sizes; from 7x9 Upwards.

For Sale at the

Victoria Sash and Door Factory.

Muirhead & Mann.

ja19

WOOD! WOOD!

Tenders wanted for supplying

500 CORDS OF WOOD

To be delivered as required during the summer months at the Brick Yard.

Tenders for supplying 50 or 100 cords, or the whole quantity may be addressed up to the 14th of February to the undersigned.

M. HUMBER, P. O. Box 220.

Esquimalt Mail Stage.

From and after this date the fare by the mail stage running between

VICTORIA and ESQUIMALT

Will be 15 cents each trip, or

EIGHT SINGLE TRIP TICKETS. $1

Apply at office of

W. G. BOWMAN.

Broad Street, opposite Trounce Alley.

Victoria, October 24, 1884 oct 24-1m

W. D. McKILLICAN. W. J. ANDERSON

McKILLICAN & ANDERSON

CONTRACTORS

AND

BUILDERS.

Job Work Executed with Neatness and Dispatch.

All Work Guaranteed to give Satisfaction.

Stair Building a Specialty

Langley Street, between Broughton & Courtney

VICTORIA, B. C. (1)

GEORGE VIENNA,

DEALER IN

GAME, FISH, FRUIT, Vegetables, Etc.

Victoria Market, Government Street Two Doors North St. Nicholas Hotel

VICTORIA, B. C.

All kinds of Game, Fish, Fruit, etc., kept constantly on hand in season, and delivered free of charge. (1)

## WANTED

ADVERTISEMENTS under this head, three insertions, 50 cents; six insertions, 75 cents.

IN PRESS.—Macdougall's Guide, Gazetteer & Practical Handbook for "Canada on the Pacific." A limited number of select advertisements will be accepted. Address

WILLIAM MACDOUGALL, Jr.,

ja26eod Box 630, Victoria, B. C.

WANTED—The Public to know that a large supply of cooked and uncooked meats, English sausages, fresh every day; Scanich butter, fresh eggs, fruit and poultry of every description is kept constantly on hand by W. J. Savory, Yates street, between Broad and Douglas streets (late Temple Store). ja24

WANTED—Nursing or day work, by a competent woman. Apply at

ja5 THE TIMES Office.

WANTED—To let, in a private family, one nicely furnished bedroom, also a suit of rooms. Address M. A., TIMES Office. de31

WANTED—The people to know that Neufelder & Ross keep the finest stock of fancy groceries for the holiday trade. no25-tf

WANTED—Five hundred new subscribers for the DAILY TIMES, which will be delivered at their residences for 25 cents per week.

100 GIRLS WANTED—To know that THE TIMES is the best medium for making known their wants to the public. The cost is only 50 cents for three insertions or six insertions for 75 cents.

WANTED—One thousand new subscribers for the WEEKLY TIMES, which contains 52 columns of solid reading matter every week, and is the best family newspaper in the Province. Subscription price only $2.00 per annum.

100 MEN WANTED—To learn that they can replace their announcements under this heading at the rate of only 50 cents for three insertions.

TRY IT—Try an advertisement under this heading if you require a situation. The rate is nominal—only 50 cents for three insertions.

## PERSONAL.

ANY PERSON knowing anything of the whereabouts of one F. J. Sargent, who, it is supposed, was formerly employed on the pilot boat Mary Taylor, and who is supposed to have left this city about nine months ago for Port Townsend, will oblige by sending such information to THE TIMES Office.

## FOUND.

FOUND.—A large brown-colored dog. The owner can recover it by paying expenses. Apply to HARRY CREECH, North Park St. ja22

FOUND—Between Hemains wharf and Camp One, E. & N. Railway, a pocket book containing valuable papers, belonging to J. W. Graham who can obtain the same by proving property and paying for this advertisement. Apply at TIMES OFFICE. de13

## TO RENT.

TO LET—Furnished rooms to let. Apply to MRS. KEAYS, Blanchard St.

ja21-6t

## FOR SALE.

A SCHOONER, 80 tons burthen; well found. Apply at THIS OFFICE. ja20-1m

TEMPERANCE SOCIETIES.

BLUE RIBBON CLUB.

AN ENTERTAINMENT IS GIVEN AT TEMperance Hall every Saturday evening. Good Temperance speakers and Musical Selections, with Recitations, forming a good programme. The Blue Ribbon Band will be in attendance. All are cordially invited. Chair taken at 8 o'clock precisely. HENRY RUDGE, President.

THE Y. W. C. T. U. OF VICTORIA MEETS every 2nd and 4th Monday in each month at Temperance Hall, on Pandora st., at 7.30 p. m. A good programme and sociable time at every meeting. Strangers cordially invited. no7-tf

Perseverance Lodge No. 1, I. O. G. T.

MEETS EVERY TUESDAY EVENING AT Temperance Hall, Pandora street, at 8 o'clock. Visiting brethren are cordially invited to attend.

To Contractors.

TENDERS will be received up to the 10th day of February next, for clearing, grading and bridging 10 miles of the Esquimalt and Nanaimo Railway from Esquimalt northward.

Plans, specifications and bills of quantities can be seen at the Company's office, Victoria, B. C., where tenders are to be left.

Further information may be obtained on application to J. Hunter, Chief Engineer.

R. DUNSMUIR, President E. & N. Railway Co.

ja9

SEIGISMUND LOWENBERG. DENNIS E. HARRIS.

LOWENBERG, HARRIS & CO.,

SUCCESSORS TO

Ld. Lowenberg.

Real Estate Agents,

SURVEYORS, ETC.

Government St., near Broughton.

Mr. Seigismund Lowenberg, having associated himself as above, the firm of Lowenberg, Harris & Co., will continue the business of his late brother, Mr. Leopold Lowenberg, who for the past 23 years carried on a real estate business in this city. The successors to the business will endeavor to give the same close attention to real estate agency in all its branches as the late Mr. Lowenberg is so well known to have done, and trust to receive as full a share of business as he enjoyed. de28

New England Bakery,

GOVERNMENT STREET.

MESSRS. YOUNG BROS.

HAVING DISPENSED WITH THEIR CHInese Cook, employ a

First-Class European Chef,

And are now prepared to supply

MEALS AT ALL HOURS,

After the European style.

THE BAKING DEPARTMENT

Is under the supervision of an experienced German Baker. ja16

Special Notice.

FOR PORT MOODY and way landings on Burrard Inlet. Steamer OTTER, Captain Meyer, will leave C. P. N. Co's wharf, Wednesday, January 28th, at 5 o'clock a. m.

ja26-3t JNO. IRVING, Manager.

J. P. BURGESS,

Carpenter & Contractor

COR. FORT & BROAD STS.

OFFICE AND STORE FITTINGS.

Jobbing a Specialty.

LOW PRICES. PROMPT ATTENTION

Private Bills Committee.

THE PRIVATE BILLS COMMITTEE WILL meet in the Library, Legislative Hall, on

WEDNESDAY EVENING NEXT,

AT 8 O'CLOCK.

GEO. B. MARTIN, Chairman.

ja26

Geo. D. Clarke,

PRACTICAL WATCHMAKER.

DEALER IN

Waltham, Elgin and Nickle Watches.

Repairing of Fine Watches a Specialty.

Yates St., Opp. Bank B. N. A.

CANADIAN PACIFIC NAVIGATION CO.,

LIMITED.

Taking effect from December 1st, Steamers will leave as follows, viz:—

EAST COAST ROUTE.

| FROM VICTORIA FOR | MONDAY. | TUESDAY. | WED'SADY. | THURSDAY. | FRIDAY. | SATURD' |
|---|---|---|---|---|---|---|
| Nanaimo & Intermediate Pts | 7 A. M. | ..... | 7 A. M. | ..... | 7 A. M. | ..... |
| Comox | ..... | ..... | 7 A. M. | ..... | ..... | ..... |

FRASER RIVER ROUTE.

| FROM VICTORIA FOR | MONDAY. | TUESDAY. | WED'SDAY. | THURSDAY. | FRIDAY. | SATURD'Y |
|---|---|---|---|---|---|---|
| Ladner's Landing, New Westminster and Pt Hammond | ..... | 7 A. M. | ..... | ..... | 7 A. M. | ..... |
| Plumper Pass | ..... | ..... | ..... | ..... | 7 A. M. | ..... |
| Granville, Moodyville, Pt Moody | ..... | ..... | ..... | ..... | 7 A. M. | ..... |

NOTE—Freight for Hope, Yale and Points in the Interior must be shipped via Port Hammond. Shippers are requested to mark weight on each package. No freight will be received after 5 p. m.

JNO. IRVING, Manager.

At Last!

The Terminus Question has been decided.

The Surveyors are now Locating the Extension to

VANCOUVER

On Coal Harbor,

Where we have for Sale the

Most Centra Business Property,

Finest Water Frontage, and the

Best Situated Residential Property,

BY THE LOT,

BY THE BLOCK,

BY THE ACRE.

The Land immediately adjoining Granville is now being cleared and a rebate of Fifty per cent is now being offered to purchasers agreeing to build.

The owners of this property, while willing to give easy terms of payment, are ready to give a *clear and unencumbered title* to parties desirous of paying in full.

Now is your Time to Invest!

Plans and Price Lists can be had on application.

Robertson, McLagan & Co.,

Government Street, VICTORIA.

Second door south of P. O.

HOWSE & RICKMAN,

LAND SURVEYORS,

Real Estate Brokers,

*ACCOUNTANTS, Etc., Etc.*

FRONT STREET, NEW WESTMINSTER, B. C.

Opposite C. P. N. Co's wharf

P. O. Box 61.

THE

Victoria Dairy.

Henry Chaffey

PROPRIETOR.

Cedar Hill Road, Victoria District.

ORDERS may be given to the WAGONS, which may be seen in all parts of the city, and will receive prompt attention.

HENRY CHAFFEY.

NOTICE.

I HAVE THIS DAY SOLD MY INTEREST in the Victoria Dairy to Mr. Henry Chaffey, who will continue the business as heretofore. All debts owing to the firm must be paid to him, and all accounts against the firm will be paid by him. CHRISTIAN THYGESEN.

Victoria, Jan. 16, 1885.

DRY GOODS AND CLOTHING.

KING TYE CO.

Importers, Manufacturers, also Wholesale and Retail Dealers in Foreign and Domestic

GROCERIES,

Opium &c.

Also Manufacturers of all Kinds of

CLOTHING.

Cormorant Street, above Store.

P. O. Box 33. VICTORIA

ESTABLISHED 1858.

Suits! Suits! Suits!!

Men's Boys and Children's suits in great variety and at such

REDUCED RATES

As will pay you to see them before purchasing elsewhere, at

A. GILMORE'S,

JOHNSON STREET, Victoria.

THE WHITE HOUSE.

STAPLE AND FANCY

Dry Goods Emporium.

Government Street. VICTORIA, B. C.

Hutcheson, Young & Co.

GUNSMITHS, ETC.

HAS ARRIVED!

THOMAS THOMPSON,

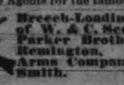
Practical Gunmaker from Birmingham, England.

Has also had 22 years experience in the leading Fire-Arm Factories of the United States. Rifles recut and rebrighted. Sewing Machines repaired. Cutlery ground and set. Locksmithing and General Repairing done. All work guaranteed.

Shop—17 Yates St., next to S. L. Kelly & Co. P. O. Box 420. oct 15-tf

LIDDLE & KAEDING,

Sole Agents for the famous



Breech-Loading Shotguns of L. W. & C. Scott & Son, Parker Brothers, Colt, Remington, American Arms Company and C. Smith.

538 Washington St., San Francisco. oct 13-3m

MEATS AND VEGETABLES.

QUEEN'S MARKET

GOVERNMENT ST., VICTORIA, B. C.

GOODACRE & DOOLEY,

WHOLESALE AND RETAIL

BUTCHERS.

Contractors by appointment to Her Majesty's Royal Navy.

Shipping Supplied at Lowest Rates.

OLD LONDON MARKET

Cor. Douglas and Yates Streets, VICTORIA, B. C.

U. NELSON & CO.,

DEALERS IN

Choice Beef, Pork, MUTTON AND VEAL.

Also Salt Meats of all kinds. Families, hotels, and ships supplied at bed rock prices. aug21 (1)

ZED S. HALL,

Bookseller & Stationer

Columbia Street,

New Westminster.

Books, Periodicals,

AND

STANDARD WORKS ORDERED FROM England and the United States at short notice and at publishers' prices. ot31tf

# The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Tuesday, Jan. 27, 1885.


### Arrival and Departure of Steamers.

FOR PORT TOWNSEND and all points on the Sound—O. R. & N. Co.'s steamer leaves Victoria every morning, Sundays excepted, at 4 a. m., standard time, or 5:30 Victoria time, making close connection with the N. P. R. R. at Tacoma.

FOR SEATTLE, via Port Townsend—The Elias Anderson leaves every Sunday, Wednesday and Friday morning at 3 a. m.

FOR NANAIMO—The Enterprise leaves Monday, Wednesday and Friday at 7 a. m., returning on the alternate days.

FOR NANAIMO—The Amelia sails every Monday, Wednesday and Friday Morning at 7 o'clock.

FOR BURRARD INLET—The Steam Schooner Grace leaves Turner & Co.'s wharf every Monday evening at 5 o'clock.

FOR NEW WESTMINSTER—The Princess Louise leaves Tuesday and Friday at 7 a. m.

NEW WESTMINSTER ROUTE—Steamer Idaho will leave Tacoma every Wednesday at 1 p. m.; Seattle at midnight; Port Townsend, Thursday at 8 a. m. Returning leaves New Westminster via San Juan Island, every Saturday, at 6 a. m., arriving at Tacoma on Sunday.

FOR NEW WESTMINSTER, PORT HAMMOND and way Ports.—The steamer Fraser leaves Turner, Beeton & Co.'s wharf Sundays and Wednesdays at 11 p. m.

## CITY AND PROVINCE.

—Will Mr. N. Rafter please call at this office.

—Blockade raised—Elgin Butter arrived at Neufelder & Ross.

—The North Pacific did not arrive this afternoon until nearly 4 o'clock.

—The steamer Woodside arrived this morning from Sooke, with a cargo of lumber.

—The new Episcopal Church, James Bay, will be open for divine service on Sunday next.

—There are several vessels loading lumber at Burrard Inlet for the Cape of Good Hope.

—The concert by the pupils of the High School will be given to-morrow night at Broughton street hall.

—The Eliza Anderson this afternoon brought freight for the following: W. H. Bennet, S. Leiser and C. E. Bailey.

—The sentence of death on the unfortunate man Rogers will be carried out to-morrow morning, at 8 o'clock, in the city gaol yard.

—A rich vein of silver quartz has been discovered by Mr. Wm. Walker, 61 miles above Clinton, near 108-Mile House, on the Cariboo wagon road.

—The letter of "Fireman" will be inserted if the writer sends his name to the editor. No communications are published without this guarantee of their authenticity.

—The owners of the little schooner Fleetwing, this afternoon paid the remainder of their fine, and took their vessel away. Their recent adventure will doubtless prove a valuable lesson.

The Colonist has just heard that an arrangement has been made by the Government that will give to New Westminster rail communication with the C. P. R. THE TIMES published the information three days ago.

—The Home Mission Committee of the Presbyterian Church, has appointed the Rev. T. G. Thompson, of Brucefield, in the Presbytery of Huron, as their minister, at Burrard Inlet, Vancouver city, British Columbia.

—After the steamship Geo. W. Elder had left the outer wharf at noon to-day for San Francisco, a stowaway was found aboard. The steamer was, therefore, stopped, a boat lowered, and the man sent ashore.

—Mr. J. P. Howe arrived in this city from Seattle this morning. Mr. Howe came for the purpose of making arrangements to have the Grismer-Davies Dramatic Company appear in Philharmonic Hall about the 10th of February. This is a first-class troupe, and they will doubtless be well patronized.

—The steamer Teaser arrived from New Westminster to-day with the following passengers: P Keary, E A Shaw, W Cunningham, J Pearson, J P Hughes, S Brighouse, C Muddock, C Brand C Heywood, F Nelson, F Stewart, J Deacon, C Green, L Stuart, R Little, J S Wright, J McGee, Raymond and eight others. She brought full freight.

—Capt. Cushing, the well-known stevedore, arrived from the Sound on the Geo. W. Elder this morning. It has been reported in various papers that Capt. Cushing had received the contract from the C. P. R. Co. to discharge the iron from the vessels now en route from England to Port Moody, but he states that this report is incorrect.

—The Eliza Anderson brought the following passengers from the Sound today: G E Bailey and wife, H Laisten, Daving Kellog, M Moore, P F McCarty, Jas Baughman, S M Foot, J S Amon, F F Cox, C Chissen, R C Colston, C Melbry, Geo Froom, Miss Price, M Shaw, J Maude, J Rankin, F B Place, D Fitzgerald, M Finn.

—It may be of interest to some to hear that George Werner, ex-local theatrical manager, is at present in Salem, Oregon. He is said to be in the employ of the Langrishe Company, and all hands, including Werner, it is reported, are "dead broke." It is not known what Werner did with the new scenery he was to purchase for the New Theater Royal.

—The financial statement of the Treasurer of the British Columbia Agricultural Association shows a gross revenue of $10,936.40, which includes the sum of $4,500, borrowed on the security of the property. The hall, sheds and fencing cost $4,067.21, and the ten lots $2330. The prizes paid amounted to $2,157.50. There is now on hand $555.19, the balance of the expenditure being for incidentals.

—A meeting of the residents of Port Moody was held at that place on Thursday evening, for the consideration of proper steps to be taken to defeat the nefarious scheme of the Provincial Government to induce to C. P. R. syndicate to carry the terminus of the railway to Coal Harbor and English Bay, by the gift of 6,000 acres of the people's lands for such purposes.

—It is claimed by the friends of Coal Harbor that the slow manner in which the land question is receiving consideration at the hands of the Legislature, is having the effect of driving many capitalists, who desire to invest, away from the country. They cannot afford to lose so much time by waiting here during the pending of this uncertain question.

### NANAIMO NOTES.

[From Our Own Correspondent.]

Our coal mining industry is not looking very healthy; the demand has been very small. There are two vessels in Nanaimo loading, while Wellington is paralyzed by the late accident. Coal prospecting in the district is not progressing as satisfactorily as might be expected, while the heavy weather of late has stopped all outside work for a time.

The system of paying wages in Nanaimo is highly reprehensible, and must ere long succumb to more civilized methods. The pay day for December's work occurred eighteen days after the month's work was finished, or something like a weekly pay was delayed until the following Thursday, instead of Saturday night. It is only a question of time when it must be amended. It will create its own remedy, viz: "Employers drawing on account to meet necessary requirements, thereby causing trouble and annoyance in accounts."

## LEGISLATIVE ASSEMBLY.

### Third Session.—Fourth Provincial Parliament.

MONDAY, Jan. 26th, 1885.

THE INDIAN RESERVES.

Mr. Orr said the Legislative House had no power to deal with these reserves, as everything must be assented to by the Dominion Government. He did not think it advisable to open up any question which might involve a discussion between the two governments.

Mr. Martin said the matter of the lands and reserves were not represented to the Indians properly, and the manner of dealing with the Indians would be sure to lead to trouble.

Mr. Galbraith said he would support the resolution. The Indians all believed that the Dominion agent was authorized to settle the lands finally. The Local Government should appoint an agent who would accompany the Dominion agent and finally settle all claims about reserves. Unless settled soon there would be trouble.

Mr. Allen said he knew of one settler in particular who had applied to purchase a piece of land, but after spending about $20 in advertising, he was informed that the lands were in the Indian Reserve. About six months after this was found to be a mistake. He was very glad that the matter was to be brought up.

Hon. Mr. Smithe said he wished the honorable member (Mr. Drake) would go further and ask for the correspondence which had taken place between the Government and the Indian Commissioner. He thought that officer should obtain all information possible, and then confer with the Commissioner of Lands and Works. At present that officer seems to think he has power to set apart an amount of land without consulting the Local Government, except to notify them when he has set aside a reserve. As he understood it, the agent must collect information, and any arrangement he makes about reserves must be approved of by the Chief Commissioner of Lands and Works.

Mr. Drake was quite willing to include in his motion a request for a copy of the correspondence. He asked permission to insert the word "suggested," instead of "made," and to add the words "copies of correspondence between the Chief Commissioner of Lands and Works and the Indian Commissioner and the Superintendent of Indian Affairs." Leave being granted, the motion as amended was carried.

Mr. Duck asked the Hon. the Provincial Secretary the following question: What effort is being made by the Government to trace up and settle the title to the Cedar Hill reserve; and what, if any, are the points in dispute?

Hon. Mr. Robson asked to have the question laid over for the present, as he had not had time to collect the information.

Mr. Helgesen asked the Hon. the Provincial Secretary the following question: What steps, if any, have been taken by the Dominion Government on a resolution passed by this House on the 19th Jan., 1884, concerning the protection and promotion of the deep water fisheries on the coast of British Columbia?

Hon. Mr. Robson said a despatch had been received from the Under Secretary of State, dated March 7th, 1884, acknowledging the receipt of the resolution which had been passed by the Local Legislature.

PUBLIC SCHOOL ACT.

The House then went into committee of the whole on the Public School Acts Consolidation Bill, Mr. Raybould in the chair. At 5:30 o'clock the committee rose and obtained leave to sit again on Tuesday.

The House adjourned till 2 p. m. on Tuesday.

NOTICES OF MOTION.

Hon. A. E. B. Davie on Wednesday next will ask leave to introduce a bill entitled, "An Act respecting the Jurisdiction and procedure of County Courts."

Mr. Pooley: "That in the opinion of this House it is desirable that the Government take into consideration the claim of those persons who are creditors of McNamee & Co., in this Province, for work and labor rendered and services performed by them for the said McNamee & Co., in the construction of the dry dock and who still remain unpaid, and pay the same out of the $10,000 forfeited by the said McNamee & Co., and now forming part of the revenue of this Province."

Mr. Grant, on Wednesday next will ask the Provincial Secretary what steps have been taken by the Dominion Government in respect of a resolution passed on the 17th January, 1884, concerning the necessity of establishing lighthouses at such points as are most required on our inland waters north of Nanaimo.

Mr. Galbraith on Wednesday next to move the following resolution: "That an order of the House be granted for a return of all correspondence between the Government and Mr. Baillie-Grohman in connection with the "Kootenay Reclamation and Colonization Scheme."

TUESDAY, January 27th, 1885.

The Speaker took the chair at the usual hour.

Prayers were offered by the Rev. Beaulands.

MECHANICS' LIEN ACT.

Mr. Duck asked leave to introduce a bill entitled "An Act to amend the Mechanics' Lien Act, 1879."

Leave was granted, and on motion of Mr. Duck, the bill was read a first time and placed on the orders for Monday next.

Mr. Duck's motion in regard to the Dry Dock was allowed to lay over at the request of the mover.

JUROR'S ACT AMENDMENT BILL.

On motion of Hon. Mr. Davie, the report on the Juror's Act Amendment Bill was adopted.

Bill was read a third time and passed.

On motion of Hon. Mr. Davie the report on the Inkeeper's Bill was adopted.

The bill was read a third time and passed.

PUBLIC SCHOOL BILL.

The House then went into committee on the Public School Acts Consolidation Bill, Mr. Raybould in the chair.

On the cause in reference to prayers in the public schools, Mr. Duck said that in communities in which there were so many religious elements or denominations as in this Province, he was opposed to allowing prayers to be read in the schools.

Mr. Allen said such a course would be a disgrace to the Province, and he hoped it would not carry.

Mr. Wilson thoroughly endorsed the views of the member for Victoria. The schools were non-sectarian and should be kept so, or else let sectarian schools be established. It was unfair to different religious denominations to compel them to allow the prayers of other denominations to be read in the schools.

Hon. Mr. Robson said there were two classes of people who had to be considered. One class considered there was too much religion in the schools, and the other class thought there was too little. This was a Christian community and their rights should be respected. If Chinamen or others came to the schools let them fall in with the customs.

Mr. Helgesen said that the Lord's Prayer was unsectarian, and it was quite proper for the trustees to have power to order its use in the public schools. It was preposterous to legislate against allowing prayers in the schools.

Mr. Wilson said either he had been wilfully misconstrued or misunderstood. He had advocated having either a non-sectarian or a separate school. In a non-sectarian system it was understood that religious instruction would be given at home or in Church. The Lord's Prayer being repeated would not make the school a godly school, still it was an interference with the non-sectarian system.

Hon. Mr. Robson said that when we speak of a non-sectarian system we do not mean a total exclusion of religious matter in the schools. In Ontario Roman Catholic and Protestant clergymen had met and drawn up prayers for use in the public schools. The member for Cariboo (Mr. Wilson) seemed to be anxious to cater to the desires of unimportant sections of the community, but it was necessary to legislate in the interests of the great bulk of the population, and this class was anxious for a certain amount of religious observance in the schools.

Mr. Davie, (Victoria,) was a friend of the public schools, and would always watch over any proposed changes. He thought the proposed change of legislating against prayers in schools was a very dangerous innovation. The amendment was really against a non-sectarian system as it favored infidelity. He did not believe that the mover of the amendment was the originator of it, but that it came from a source which was entirely opposed to Christianity itself.

Mr. Allen moved as an amendment to the amendment that the words used be "no prayers shall be used except the Lord's prayer."

Mr. Galbraith thought the clause should be left as it was, as it was inadvisable to interfere with the Act as it had worked satisfactorily in the past.

Mr. Grant thought the amendment went further than the Act itself, as it gave greater scope. He was surprised that the argument had taken the course it had.

Mr. Duck said the amendment would only have had the effect of placing in the Act what was already on the Journals of the House, namely, that the trustees have the power of having prayers used. The Hon. the Provincial Secretary had tried to stir up a religious discussion, but he (Mr. Duck) did not feel disposed to enter into such a controversy.

Both of the amendments were withdrawn and the clause was passed.

On the clause which renders a clergyman ineligible for the position of superintendent, teacher or trustee, considerable discussion arose. Hon. Mr. Robson objected to the removal of the disqualification. He said that the people of British Columbia were jealous of clergymen holding public positions, as it was generally believed "that some of them were bound to get their work in some way or other." (Laughter.)

The clause was allowed to pass.

The committee after further discussion rose and obtained leave to sit again.

COURTS OF ASSIZE.

On the question again going into committee on the consideration of appropriate times and places for holding Courts of Assize, Mr. Galbraith strongly advocated holding a court at an early day at the East crossing and also at the Second Crossing of the Columbia. He said there was a number of prisoners at the mouth of the Kicking Horse river, and some of them had been in jail for four months. He thought it was unfair to them.

THE METLAKAHTLA TROUBLE.

Mr. Grant moved the following resolution: "Whereas comparative peace reigned among the Indians at Metlakatla and vicinity from the date of the departure of H. M. S. "Satellite" in November, till after the arrival from Victoria of the steamer "Teaser," about the end of December of last year.

And whereas immediately after the arrival of the "Teaser" at Metlakatla, the Indians at that place and vicinity became again most insolent, and expressed themselves thus—"That the war ship had been beaten, and that they would have to manage affairs in that part of the Province to suit themselves.

And, whereas, the white inhabitants of those settlements surrounding Metlakatla, on account of the present threatening attitude of the Indians, are in a constant state of fear, and feel serious apprehensions for their own safety and the protection of property.

Be it therefore resolved, that a respectful address be presented to His Honor the Lieutenant-Governor, praying that he will at once cause such steps to be taken as will ensure among the inhabitants a feeling of security of life and property." He said that his object in moving the motion was to strengthen the hands of the Government in their efforts to preserve order. He said that after the steamer Teaser had been there a very large gathering of Indians had taken place at Fort Simpson. At the meeting the Indians had taken measures for protecting themselves, and the white settlers had become apprehensive for their own safety. These people had almost decided that if the Government did not protect their interests they would be obliged to take steps to defend themselves.

The motion was seconded by Mr. Duck.

Mr. Drake suggested to the members for Cassiar that he postpone his motion for the future. He (Mr. Drake) intended bringing up the whole question of the Metlakahtla to-morrow and this was a part of it. He moved the adjournment of the debate till to-morrow.

PRIVILEGE.

Mr. Duck rose to a question of privilege. He had been misreported in THE TIMES about his remarks on woman suffrage. What he had said was that one of the stereotyped arguments against female suffrage was that they would not make use of their privilege of voting even when extended to them, whereas the contrary had been proved by their action at the last school election.

Mr. Helgesen asked why the THE TIMES had not been distributed in the House to the members as the morning papers were.

Mr. Speaker said he would give orders to that effect if members desired.

Mr. Galbraith said that THE TIMES was an influential paper and it was advisable to have it placed in the hands of the members.

The House then adjourned till 2 p. m. to-morrow.

### Our Telegraph Service.

Referring to the miserable telegraph service inflicted on this city, the Winnipeg Sun says: The disarrangement of business which must follow from such an irregular service can be easily imagined, but the Victorians have at least this assurance to comfort them, that ere many months the Canadian Pacific Railroad will be able to furnish them with a complete and reliable service.

### Outgoing Passengers.

The steamship Geo. W. Elder sailed from the outer wharf at noon to-day for San Francisco, taking the following passengers from Victoria: David Hogan, W E Fish, F A Geta, Mrs Haynes, Chas Hess, Mrs Angel and three Chinese. There were also twenty-two in the steerage.

### School Books.

It is generally understood that Ferguson's is headquarters for School Books and School Supplies.

## DASH FOR LIBERTY.

### The Murderer Rogers Makes an Attempt to Gain His Liberty.

Considerable excitement was caused at the city jail about 2:30 o'clock this afternoon by Rogers, the condemned murderer, who made an attempt to escape. Mrs. Hutchison, wife of the assistant jailer, called out that the prisoner Rogers had gotten over the fence. This caused a grand rush to be made by the several policemen who were on duty at the gaol, without having waited to have the intelligence confirmed. Several of them ran up towards Government street, and seeing some men apparently looking down Langley street the policemen concluded the prisoner had gone down that way. The alarm, however, proved to be somewhat overdrawn, as Rogers was still in jail when the policemen returned after their imaginary chase. It seems that the prisoner did make an effort to run and climb the fence by means of a ladder, but the attempt was, of course, useless, as he was ironed at the time, and could not make much progress. Orders were given by the jailer to keep a closer watch over him during the short interval which shall elapse between now and the hour of his execution, which is 8 o'clock to-morrow morning. Some officials connected with the jail think Rogers made this bold attempt to regain his liberty simply for the purpose of getting shot by the guard.

## VOICE OF THE PEOPLE.

[THE TIMES wishes it to be distinctly understood that it is in no way responsible for, and does not necessarily agree with its correspondents.]

### The Port Moody Resolutions.

TO THE EDITOR OF THE TIMES:

I was amused last evening in reading the proceedings of the meeting held by the people of Port Moody. To take their resolutions, they seem to me to be condemning the wrong parties; as they state that the Dominion Government has adopted Port Moody as the terminus. Why do they not ask protection from the same Government instead of putting it on the shoulders of the Local Legislature?

And, it is resolved, "that because the syndicate intend to carry the line to Coal Harbor, not to give them any grant, as it would be an injustice to the people of Port Moody, &c." This is a very strong claim to place before any Government. There is not a locality in the Province that could not have a petition drawn up similar, and perhaps with as much argument. If any parties should be protected or recouped it is not Capt. Clark, John Murray, and others—it is the poor outsider, like myself, who paid the cash, and there it lies. While these very same men have taken thousands out of the same property. At the same time we do not petition any Government for consideration. The property was bought on speculation, and we are willing to abide by the consequences.

The Local Government in entering into negotiations with the syndicate, I consider by such arrangements the whole of the Mainland will receive a benefit, and every mile the C. P. R. R. terminus is brought nearer Victoria, the property of that city will be increased in value thereby.

The people of Victoria have more right to petition the Government in asking nearer communication with the terminus, considering the population and the amount of capital invested, than a half-dozen of individuals at Port Moody, who have already taken out of the poor investor enough of money, to make any one of them a competency for life.

VICTORIA.

### Was He Legally Condemned?

TO THE EDITOR OF THE TIMES:

SIR,—Is it true that the man condemned to pay the extreme penalty of the law on the gallows to-morrow, was tried and condemned under an illegal Act, aside from the fact that the prisoner was tantalized, taunted and insulted almost beyond endurance, till beside himself with anger he committed a deed that many a respectable man, under the same circumstances, might not be able to hold himself blameless—aside from this which, I believe, is true—I say all will agree that he should be at least legally tried and legally condemned. If it is true that the Act is an illegal one I am sure every right minded man would say—and British justice demands—give him a fair and legal trial.

Yours JUSTICE.

### The Oregon Cattle Ranges.

A correspondent writing to a Portland paper from the eastern portion of Oregon says: "The snow is reduced to five inches; roads are a glaze of ice. Ground is bare in many places so that stock are getting some grass. It is believed that as many as 300 horses have died since the storm on Willow Creek and extending to Warm Spring Agency plains. A man known as "Stemwinder" Smith, who was herding 2300 sheep on the agency plains, was frozen to death and only two head of sheep found alive. His horse was found tied to a tree. The snow on Beaver Creek is ten inches deep; stock generally enduring well. From Bear Creek the snow is reported to be deep yet, and quite a loss to the horse stock by reason of the mares losing their colts, consequent upon the extreme cold weather and perhaps slipping. The horses tramp about in the snow over spaces of ground not fifty feet square and stay there until driven out, acting discouraged. On the Deschutes above Tetherow's Ferry, horses are suffering. The snow is two feet deep. On the desert in one location there was but little snow, where four or five bands of sheep are doing well."

### The Assault Case.

In Police Court this morning, C. H. Lewis, mate of the steamship George W. Elder, appeared to answer to a charge of assaulting T. Boyd. The prosecutor claimed that he asked the defendent for work, but instead of getting employment was struck three times in the face. Mr. Lewis stated that Boyd was about half drunk and followed him about the dock, insisting on being employed. He admitted having struck Boyd, but only after considerable provocation. A fine of $5 and costs was imposed.

### Squatters' Claims.

The special committee of the House to enquire into the claims of settlers on the Coal Harbor property, met last evening. Mr. Bole, of New Westminster, counsel for several claimants, applied for an adjournment of his cases until Saturday next, which was granted. The proceedings at times were rather stormy, and several "scenes" gave piquancy to the deliberations of the committee. It is, we think, a great mistake to exclude the press representatives at investigations of this character. Sooner or later the proceedings leak out, and frequently in an exaggerated form. The practice savors too much of a star chamber inquiry to be acceptable to the people. The committee will sit again this evening.


### Turning Over a New Leaf.

That is what many are doing and going to Ferguson's for their Blank Books, Office Diaries and office supplies generally.


## TELEGRAPHIC.

### Further Particulars About the Dynamite Explosions.

### Jeff Davis Sheds Tears Over the Liberty Bell.

### Another Earthquake at San Francisco.

### A MAN SHOT AT LOS ANGELES.

Special Dispatches to THE TIMES.

**The Architect's Opinion.**

LONDON, Jan. 26.—After Col. Magendie had completed his prolonged and minute scrutiny of the locality of the explosions in the Parliament buildings, it was handed over to workmen. The Chief Architect is of the opinion that temporary repairs can be effected within three weeks, which will place the House of Commons in a condition exactly similar to that it was in before the explosions took place.

The Daily Telegraph, commenting upon the passage of Senator Bayard's resolution, says it is a poor compliment to Americans to praise them for doing what was so obviously their duty regarding the recent explosion. The writer goes on to say the United States must rise to the full realization of their responsibility in this matter, and must grapple with such men as O'Donovan Rossa and Polkford, who are head missionaries.

## American Dispatches.

Special Dispatches to THE TIMES.

**Jeff Davis's Gush.**

NEW ORLEANS, Jan. 26.—When the train bearing the Liberty Bell drew up at the Beauvoir this afternoon, Varna Davis Hayes, the grand-child of Jeff Davis, was lifted to the bell, which she warmly clasped and kissed, and exclaimed: "God bless the dear old bell." The incident was greeted with cheers. Mr. Davis himself soon drove up, and Frank Bacon, U. S. Commissioner of Kansas, greeting him said: "Mr. Davis, on behalf of the Association of United States Commissioners, representing different states and territories of the common country, joined by great common industries. I extend to you a cordial invitation to join in escorting to New Orleans, and to the exposition grounds, the old liberty bell, so generously loaned us by the city of brotherly love." Mr. Davis responded as follows: "I feel most deeply complimented by this reception, and the expressions that accompany it. I was sick in bed when the notice reached me, and I immediately arose when I heard that that glorious old bell was at the station. I thank you and your associates, and trust that your anticipation of the harmonizing tendencies of the journey of the old Bell across the states of the Union, some of which have sprung into existence since its tones first filled the air, may in every respect be fully realized. I think the time has come when reason should be substituted for passion, and when men who have fought in support of their honest convictions should do justice to each other. You, sacred organ, that gave voice to the proudest declaration that a handful of men ever made when they faced the greatest military power on the globe—When a handful of men declared to the world their inalienable rights and staked life, liberty and prosperity in defence of this declaration—then it was, with your clear tones, that you sent notice to all who were willing to live and die for liberty, and felt that the time was at hand when every patriot must do a patriot's duty. Glorious old bell, the son of a revolutionary soldier bows in reverence to you, worn by time but increasing in sacred memories. Mr. President, accept my thanks, which are heartfelt and sincerely given.

**Gen. Grant's Relics.**

NEW YORK, Jan. 26.—The Sun says that Mrs. Grant has given her consent to Vanderbilt's proposition to secure to the Government perpetual possession of General Grant's war relics, and souvenirs of his famous around the world journey.

**Another Daniel's Opinion.**

NEW YORK, Jan. 26.—A Herald's cable says that on the whole the position of Gladstone grows instead of diminishing in difficulty. The Fiji correspondence comes upon the top of the other disquieting events to still further damage the reputation of the foreign and colonial office, and it looks as though the British public will now soon be convinced that as long as Gladstone is at the head of affairs everything is bound to go wrong.

**A Woman in the Case.**

LOS ANGELES, Jan. 26.—Jose Preciado was killed by Juan Pautojos last night. Pautojos believed Preciado was too intimate with his wife. On his returning home from a walk he was confronted by Precido with a revolver in one hand. Preciado exclaimed, "I have come to kill you." Pautojos jumped aside, and seizing a shot gun standing near, fired both barrels. His would-be assailant died soon after. Pautojos surrendered himself to the police.

## Pacific Coast News.

Special Dispatches to THE TIMES.

**Chinese Sluggers.**

SAN FRANCISCO, Jan. 26.—What was announced as a glove fight between two Chinamen, Ah Fat and Jim Burg, for a purse of $500, took place this evening at the Wigwam. Six rounds were gone through with and not a single fair blow was struck, when the Chinamen were completely exhausted. The audience decided to "make it a draw" which was done.

**Another Quake in 'Frisco.**

SAN FRANCISCO, Jan. 26.—There was another sharp earthquake at 9 o'clock this evening. The duration did not exceed five seconds, but it was exceedingly lively while it lasted. All high buildings were severely shaken, but no damage of any serious character resulted.

**Victoria Passengers.**

SAN FRANCISCO, Jan. 26.—The steamship Mexico sailed at 10 o'clock this morning for Victoria and Puget Sound. Following are the passengers for Victoria: Mrs Carlo Melville, G Olson, Miss C Robertson, Miss S Gumpertz, Miss May Dillon, W J Dillon, M W Murray, Mrs H P Cramer, J Howard, Miss A Kerst, P H Gray, Miss Edna Rogers, P Burrell, Capt Marden, Mrs Marden, Miss Mamie Doe, Wm Dean, Mrs Reavorth, H R Troupe and Jas Gilgram.

# ROCKFORD

QUICK TRAIN WATCHES.

Unequalled in Exacting Service. Used by the U. S. Coast Survey; U. S. Naval Observatory by Locomotive Engineers and other Railway men. They are recognized as THE BEST. Sold in principal cities and towns by exclusive Agents (leading jewelers), with a full warranty

G. W. A. LANGE & SON.

VICTORIA.

Sole Agents for British Columbia


### NEWS NOTES.

A special dispatch from Rome states it is understood in semi-official circles that Italy is prepared, when the emergency arises, to send 5,000 soldiers to Egypt to assist in supporting British authority there.

A suspicious looking box was found in the lobby of the post office at Montreal, about seven o'clock, p. m., on the 26th. It was once removed to the police station. The box was made of black tin and weighs three pounds, and supposed to contain dynamite. There is considerable excitement over the find, and experts have been sent for to examine the contents. Special prayers were offered in several of the city churches yesterday for the safety of the British soldiers in Egypt.

Official estimates made by the Government inspectors place the amount of pecuniary damage wrought by the explosions at Westminster Hall, the House of Commons and the Tower at $700,000.

At Washington, Bayard's resolution in the senate, condemning the recent dynamite outrage, was carried by a vote of 63 to 1.

### MARINE NOTES.

The ship Storm King and bark Nellie May, have taken up their quarters in Esquimault harbor. They are both open to charter.

The steamship Mexico is due at the outer wharf from San Francisco on Thursday morning.

Deep water freights are improving. At Portland the other day an iron vessel was taken at 55s for the U. K. with grain. Wooden bottoms are asking 45s for orders. Lumber vessels are also receiving better rates.

### "Food Zones of Canada."

We understand, says the Montreal Gazette, that Sir Charles Tupper ordered 10,000 copies of Dr. J. B. Hulbert's instructive pamphlet "The Food Zones of Canada." By a process of solid reasoning, based on unquestioned facts and scientific principles, Dr. Hulbert has shown that on the analogy of the eastern continent, in which the great grain producing countries are mainly above the parallel 45 deg., Providence has bestowed the best part of North America on us Canadians. There is nothing of vaunt or exaggeration in Dr. Hulbert's pages. He simply gives statistics, or states scientific truths in clear, intelligible language, and on this foundation he builds an incontrovertible argument in favor of Canada. The distribution of such information among thousands of intelligent people in Great Britain and on the continent cannot fail to be attended with good results, by convincing Europeans of the real importance of Canada and directing emigration to our shores.

### The New Westminster Traffic.

The Port Townsend Argus is of the opinion that if the people of their city and Whatcom will subsidize a fast steamer to run direct between the two points and carry passengers and freight somewhere near as cheap as they are carried between Whatcom and Seattle, the whole traffic from New Westminster via Whatcom and way ports could be turned in that channel.


Strangers visiting the Mainland in search of town property, timber limits, or farming lands, should call on Rand Bros., real estate brokers, New Westminster, B. C.

Buy Victoria property from Rand & Lipsett, real estate brokers, Victoria, B.C.*

The sooner you buy the more money you will make! Buy what, and where? Real estate at Coal Harbor and from Rand & Lipsett, real estate brokers, Victoria, B. C.

**$25, $50, $75, $100.**

Lots at Coal Harbor at above prices for sale by Rand & Lipsett, real estate broker, Government street, Victoria, B. C. *

Rand Bros., real estate brokers, New Westminster, have large lists of Coal Harbor property for sale. In a few weeks they will open an office at the terminus and will then show their patrons over the grounds.

Full, half and cloth bound Blank Books at Hibben & Co.'s.

Prof. C. L. Robinson & Co.'s KING OF AGUE, cures liver complaint and kidney diseases, and all malarial affections.
ja-7 LANGLEY & Co., agents.

**A Good Resolution**

To make this time of year is to buy your stationery, books and supplies from J. B. Ferguson & Co.

**Choice Stock.**

The choicest and most extensive stock in Watches, Parisian Clocks, Diamond goods, Gold and Silver Jewelry and Electroplated ware has just been opened by us for the holidays. They will be sold low. We extend a cordial invitation to the public to inspect these really beautiful goods which are beyond praise.

G. W. A. LANGE & SON.

Hibben & Co.'s is the Blank Book Depot.

# VANCOUVER.

COAL HARBOR.

Messrs. F. C. Innes & Co. having opened an office at Granville, on Coal Harbor, intending investors can now avail themselves of the opportunity offered by examining, and purchasing directly upon the ground. The advantage of doing so is obvious, therefore, before investing your money you should see Coal Harbor and call upon Messrs. F. C. Innes & Co. at the same time.

Pure wines, pure liquors and cigars at Fell & Co's

Plum Puddings and Mince Meat for sale at Fell & Co.'s, Fort street.

Wax Candles for Carriage Lamps, at Fell & Co.'s.

**Convenient for Reference.**

The B. C. Directory (1884-5) is at present in progress of publication by R. T. Williams, who will spare neither expense nor labor to make it complete in every respect. All subscribers' names will appear in large type. Mr. William Wolk is the authorized canvasser for the Directory.

**J. RAGNALL & CO., Victoria, B. C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.**

**Robt. T. Williams, Book Binder, Paper Ruler, and Blank Book Manufacturer. Maps and Drawing Paper Mounted. Office of the B. C. Directory. Broad St.**


### CROCODILES.

**Craftiness of These Man-Eating Reptiles.**

A feature of the Nile expedition to which, as yet, litte reference has been made, but which has been disagreeably emphasized by the death of a soldier at Sarras, is the presence of crocodiles in the great river. An officer's servant, who had incautiously entered the water has been killed by one of these monstrous reptiles. The craftiness of these voracious but cowardly creatures is so great that, in spite of all the caution and courage of those who live on the banks of waters which they infest, a tribute of lives, animal and human, is paid annually to the great tyrant of the river. On the banks of the Ganges the Hindoo sees the huge saurian lying in wily simulation of a muddy log, and throws a clod at it to show that its fraud is discovered, while his dog standing on the bank, barks at the reptile as it slithers down into the water again. The weeks go by and it may be that the very same Hindoo, going down to the river to fill his lotah, remarks without suspicion of its true character, a gnarled and muddy snag of driftwood lying at the water's edge, and in an instant the jaws snap together round his ankle and the man is gone, and his dog, close at his heels, turns with a howl and flees from the spot. On the banks of the Nile it is just the same. The diligence with which these reptiles will pursue their prey the imperturbable obstinacy with which, day after day, for months together, they will watch a particular ford, a certain flight of steps that lead down to the water, or some special landing place, is marvelous. They may be driven away perpetually, but as perpetually they return. They select and adhere to favorite places. It may be a pool or a turn in the river, a reed bed or a shallow, and though one after the other, successive tenants of the chosen haunt are killed, a fresh one is always ready to

OCCUPY THE VACANT SEAT.

It would almost seem as if they kept up old traditions. It may be, for instance, that a ford has always been thought safe by the villagers living on either side, and as no crocodile had ever been seen there, they do not hesitate to wade through the shallow water to their boats. But one day a man is seized and disappears. After that generation may succeed generation, but that ford will never again be without its crocodile punctually in attendance. It may still be seen basking upon the sand-banks between Edfoo and Assouan and overlooking those reaches of the Nile in which in the past it received such honors. In the past it was a divinity, or rather several divinities rolled into one. It was Sowak, the God of Darkness, the eternal enemy of Light, the most horrific and malignant of potencies. It was also Typhon, the power of Evil, and priests used to come down in stately procession and piously feed the great reptiles. No one dared to disturb them. On the contrary, they had shrines of their own, at which the people made their offerings in money or goods for the payment of the crocodile's board and the purchase of luxuries for them, and when the hideous things had become tame enough for the priests to venture near them, necklaces were put round the reptiles' necks, and anklets on their feet, and they were known ever after by high-sounding names that meant all manner of

DIGNITY, EARTHLY AND DIVINE.

Near Wady Haifa these monsters of the Nile are fairly numerous and the everlasting sic-sac plover—the little bird of whose incongruous friendship with the crocodile so much notice has been taken in fables and myths—flits about the sand-bank and in and out of the tamarisk, hunting the insects that swarm round the reptiles' bodies. It is only the quiet, solitary voyager that stands much chance of ever getting a shot, for the tiresome bird gives the crocodile such early warning—sic-sac! sic-sac!—of the boat's approach that the great thing slides off its couch into the water long before the sportsman gets within range. They are found in the Nile almost from source to mouth and specimens are still sometimes seen far north of Cairo. This species, "the crocodile of the Nile," is emphatically the finest of the family. The armor of the Nile amphibion is of greater thickness and more rugged than in any other species; its color is a mixture of very deep olive-green and rusty black; the jaws are extraordinarily ponderous; the teeth horrible to look at in length and sharpness; the muzzle is blunt. When it seizes its prey it drags it at once under water in order to drown it, and devours it out of sight, consuming its victim as a rule so completely that no vestige of it is ever recovered. That the brutes will follow the Nile expedition vigilantly there can be no doubt; but they are not as a rule found in deep water, so that if accidents do occur they will probably be near the landing stages and jetties, where the crowded boats will give the crocodiles a chance of sneaking up close to the shore, and the men and animals wading about in the shallow water may tempt them to make a rush.—London Truth.

### Staging Over the Missing Link.

The Canadian Pacific Railroad Company, says the Winnipeg Sun, is said to be arranging for a line of stage coaches to ply between the eastern and western termini of the road in the mountains. In that event, tourists this summer may hope to cross the continent on Canadian territory without encountering any of the perils which Mr. Fleming describes in his last work as incidental to the trip of the members of the Alpine Club. Books of the "From Ocean to Ocean" character will then have lost their interest, if not as works of travel, at least of adventure.


GROCERIES, WINES AND LIQUORS.

# TABLE DELICACIES.

AND ALL KINDS OF

FINE FAMILY GROCERIES

A CHOICE ASSORTMENT OF

Provisions, Liquors, Etc.,

Every article by retail, delivered free of private family charge.

HENRY SAUNDERS

Subscribe for the Weekly Times, the great family newspaper of the Pacific Northwest. Only $2 per annum.

# The Daily Times.

Victoria, Tuesday, Jan. 27, 1885.


## THE THINKIST AND HIS THINK.

### Bill Nye's Lucid Description of the Mechanism of the Mind.

What a wonderful thing is thought! What a complex piece of mechanism is the engine we call our thinker, and what a glorious result is the think itself after it has just been thunk! There it lies, warm and fresh from the thinkographer, full of life, a new laid idea that may change the career of a nation or knock tyranny higher than Gilroy's kite.

What, then, is an idea? Is it not the evanescent germ of the wherefore, floating through space and at last caught up and germinated in the bosom of the intellectual forthwith? I do not say that it is, but is it not? Scientific truths are first but theories, afterward demonstrated, tested by time and at last they become the pillars upon which other scientific truths may rest, until altogether they constitute an architectural pile, as strong and as symmetrical as the plaster cast of a duck's foot in the mud.

Thought, however, must be coupled with energy and industry, or it may come to naught. Many thoughts protube into the moist spring air only to be gnawed off by the cut worm of neglect or slowly eaten by the squashbug of idle speculation. I once knew a man whose brain was one of the most active of his time, and yet his name is not known beyond the limits of his own school district. When his brain began to act, and as it were to give down, you could almost hear it. He had a fine scholarly mind, and yet his liver was torpid. To show how nature delights to deal with incongruities, I need only say that although this man was a poet and an artist in his mind, he ate pie with a knife and finally died in obscurity. He was not practical with all his greatness, and he walked down the long vista of life holding up his pantaloons by means of a shingle nail! How often is this the case. Why should men with the greatest mental endowments be also most prone to gastric eccentricities? And yet it is so. I am that way myself.

Sometimes I am tempted to repine, and to ask: Why should I run all to soul and to brain, and be top-heavy with intellect, and yet be the plaything of bilious colic? It is but the natural penalty attached to eminence and intellectual superiority. And yet at times I am almost discontented. I forget this great law of compensation, or wish that nature had endowed me with a plain seven-octave brain and more genial vitals, instead of such a waste of brain along with a stubborn and short-sighted liver.

Thought, however, is a great success. Without it we grope through the world, staggering into the legislature at last, where we sink into oblivion. If we scorn to develop our thinkers, what do we become? We become anonymous and indefinite. The thinker must be exercised in order to make it grow. Exercise developes the thinker as it does the biceps muscle. We soon learn to ride the bicycle if we practice constantly, and so may we train ourselves to straddle the bareback of the frisky young idea, and at last make it subservient to our will. We should early accustom ourselves to think, so that when we arrive at middle age, if we have an idea, it will not give us a nervous shock and feed us into a premature grave. Those who think much at last become thoughtful, and it is surprising to what an extent this is the case, while on the other hand the close student of human nature will be struck with the fact that those who roll up their thinkers in a napkin and put them away in the refrigerator, at last become noticeably thoughtless. While at first blush this statement may appear doubtful, careful observation will demonstrate its thorough reliability. Give the think plenty of fresh air and exercise, or at last it will most assuredly curl up and die. BILL NYE.

HURSON, Wis., Sept. 9.

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The autumn winds will be welcomed by all readers of newspapers, because they bring immunity from the dreadful drivel printed as correspondence from summer resorts. After three months of such mind-weakening literature as the fit of Miss Slashingham's bodice, the color of Mrs. Lofty's hair, the purity of Miss Hedgerow's complexion and the splendor of Mrs. Lovelace's diamonds, one greets the north wind with demonstrative delight. And yet there is no final escape from the toadying toilet-describer of the mountains and the sea. She will return to the city and begin on the winter festivities with renewed energy and an enlarged stock of flattering adjectives. Oh, death, where is thy sting?

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Heinrich Heine, in his memoirs, says of his father: "O, all human beings he was the one whom I loved most. He has been dead now for thirty-five years. I never thought that I could lose him, and even now I can scarcely believe that I have really lost him. It is hard to believe in the death of those whom we have loved so dearly. And they really are not dead. They live on in our souls. Since then not a night has passed when I did not think of my father, and when I awake in the morning I imagine I hear the sound of his voice as the echo of a dream.

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Thomas Gibson Bowler, editor of London Vanity Fair, in an essay on newspapers in the Fortnightly Review says: "In every other department of human activity dull and occasionally undue recognition has been given to those who by their talents have raised themselves above the mass; but the press has never yet had an official recognition, and beer and bullies, prices, romance and poetry have been lavished, baronetcies have been showered upon lord mayors, sheriffs and aldermen, and music masters have been knighted; but never yet has the fountain of honor flowed over for the best, most enterprising and most successful of those who have organized with so much success the daily brains of the nation."

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### New Designs in House Decoration.

(Country Side Art Notes.)

Some of the old mansions about Washington square, New York city, have been refitted with fine modern work. One of the best examples of good taste in carrying out a simple scheme of color has walls of dull green gold, painted with oil arrangements of the apple and almond—whole trees with their twisted trunks and masses of blossoms. The furniture is tawny plush like lion's skin, a few kakemonos hang on the wall, as there can be no pictures, and some fine rugs cover the floor. It is a study in green gold.

Near Boston, an old dining-room, with wainscoted sides and high mantel, has been painted Pompeiian red; the walls a delicate greenish blue; a frieze of apple-blossoms around the room, from which a large branch breaks down over the mantel with a flight of swallows. Another, where a harmony of light-blue, olive and orange, concentrates in a blaze of scarlet trumpet-creepers painted over the old-fashioned black fire-place—the furniture old mahogany and polished brass.

In a design for a library, the shelves are Georgia pine—a frieze of pine-boughs and swallows, the large windows of stained glass, heavily curtained with peacock plush, embroidered with masses of dog-wood blossoms—the floor of polished wood and dark Bokhara rugs.


### A r eGat Problem.

—Take all the Kidney and Liver Medicines,
—Take all the Blood purifiers,
—Take all the Rheumatic remedies,
—Take all the Dyspepsia and indigestion cures,
—Take all the Ague, Fever, and bilious specifics,
—Take all the Brain and Nerve force revivers,
—Take all the great health restorers.
—In short, take all the best qualities of all these and the —best
—Qualities of all the best medicines in the world, and you will find that —Hop
—Bitters have the best curative qualities and powers of all —concentrated
—In them, and that they will cure when any or all of these, singly or —combined
—Fail. A thorough trial will give positive proof of this.

### Hardened Liver.

Five years ago I broke down with kidney and liver complaint and rheumatism.

Since then I have been unable to be about at all. My liver became hard like wood; my limbs were puffed up and filled with water.

All the best physicians agreed that nothing could cure me. I resolved to try Hop Bitters; I have used seven bottles; the hardness has all gone away from liver, the swelling from my limbs, and it has worked a miracle in my case; otherwise I would have been now in my grave.

J. W. MOREY, Buffalo, Oct. 1, 1881.

### Poverty and Suffering.

"I was dragged down with debt, poverty and suffering for years, caused by a sick family and large bills for doctoring.

I was completely discouraged, until one year ago, by the advice of my pastor, I commenced using Hop Bitters, and in one month we were all well, and none of us have seen a sick day since, and I want to say to all poor men, you can keep your families well a year with Hop Bitters for less than one dollar's visit will cost. I know it."—A WORKINGMAN.

☞ None genuine without a bunch of green Hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.



SAN FRANCISCO ADVERTISEMENTS.

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### Stock Brokers,

411 California St., San Francisco.

STOCK BOUGHT AND SOLD AND CARried on margin.

Money to loan in large and small amounts on Mining Stocks. Stocks paid for the same day as soon as sold. Assessments paid and dividends collected without charge.

Special attention given to all orders from the country. oc9-3m.

Only "PEBBLE" Establishment.

MULLER'S OPTICAL DEPOT
135 Montgomery Street, near Bush.
SAN FRANCISCO.

SPECIALTY FOR 33 YEARS.

The most complicated cases of defective vision thoroughly diagnosed, free of charge. Orders by mail or express promptly attended to.

Compound Astigmatic Lenses Mounted to Order. Two Hours' Notice.

## N. W. SPAULDING SAW COMPANY.

Manufacturers of SPAULDING'S Inserted Tooth AND CHISEL BIT CIRCULAR SAWS.

THIS SAW NEVER CLOGS

or chokes in the cut, it is a free and easy cutter, frees itself perfectly in all kinds of lumber. The bits Never work loose

IT REQUIRES NO SKILL

to keep the saw in order. Anyone using the old Spaulding teeth can use these bits by sending their saws to us and having the bit holders fitted into the sockets.

SAW MILLS AND MACHINERY

of all kinds made to order. Send for descriptive catalogue. 17 and 19 Fremont Street, San Francisco.

## VICTORIA STEAM LAUNDRY COMPANY.

LAUNDRY, - VICTORIA WEST

OFFICE — Government Street, Over London House.

TELEPHONE CALL 61.

This Company has been formed for the purpose of purifying and —

Doing up Every Description of Wearing Apparel by Steam.

AT REASONABLE RATES and with an expedition heretofore unknown in Victoria.

Soiled Garments delivered to our carriers will be returned, if required, the same day.

Experienced Laundrymen from San Francisco will be engaged, and all work done by us will be guaranteed to give entire satisfaction.

Wagons will collect and deliver clothes at customers' residences daily.

Plain and Fancy Articles Done Up.

FLANNELS and BLANKETS and Lace Curtains washed and ironed by an improved process.

JOHN. A FRASER.
dec22 —manager.

ESTABLISHED 1864.

## A. & W. WILSON,
### Plumbers, Gas Fitters,

BELL HANGERS AND TINSMITHS.

Dealers in Best Descriptions

Heating and Cooking Stoves. Ranges, Etc.

FORT STREET. VICTORIA, B. C.

TELEPHONE CALL, 126. (?)

## International & Colonial Exhibitions

ANTWERP IN 1885—LONDON IN 1886.

IT IS THE INTENTION TO HAVE A CANadian representation at the International Exhibition at Antwerp, commencing in May, 1885, and also at the Colonial and Indian Exhibition in London in 1886.

The Government will defray the cost of freight in conveying Canadian Exhibits to Antwerp, and from Antwerp to London, and also of returning them to Canada in the event of their not being sold.

All Exhibits for Antwerp should be ready for shipment not later than the first week in March next.

These exhibitions, it is believed, will afford favorable opportunity for making known the natural capabilities and manufacturing and industrial progress of the Dominion.

Circulars and forms containing more particular information may be obtained by letter (post free) addressed to the Department of Agriculture, Ottawa. By order JOHN LOWE,
Secy Dept. Agriculture.
Department of Agriculture,
Ottawa, December 16, 1884. ja12-6t

## McKENZIE & MESTON,

### Carriage Makers

—AND BLACKSMITHS.—

GOVERNMENT STREET.

Between Johnson and Pandora Streets.

VICTORIA, B. C. (?)

TENTH YEAR OF PUBLICATION

## THE WEST SHORE

The only Illustrated Magazine devoted to the development of the Great West. Contains a vast amount of general information and special articles on subjects of interest to all. Ably conducted! Superbly Illustrated! Only $3 a year. L. Samuel, Publisher, No. 122 Front street, Portland, Or.


## NOTICE!

ALL THOSE INDEBTED TO THE FIRM of Calibreath, Grant & Cook, Cassiar, are requested to call on the undersigned between now and the 1st February next, at the office of Rand & Leppett, second door from the Telegraph office, Victoria, to settle their indebtedness, or legal steps will be taken to collect the same.

JOHN GRANT.
Victoria, Dec. 3rd, 1884. de2 tf

### Estate of Michel Camsusa, Deceased.

CREDITORS are requested to send their claims and Debtors to pay their accounts forthwith, to Messieurs L. E. Erb and J. Coignarripe, Victoria, the Executors of the estate of the deceased.

J. ROLAND HETT,
Solicitor for the Executors.
Langley St., Victoria, December 23, 1884.

### Estate of Thomas Rabson, Deceased.

CREDITORS are requested to send their claims, and debtors to pay their accounts, forthwith, to Mr. Henry Cogan, Metchosin, or to R. C. B. Rabson, Comox, the Executors of the will of the deceased.

J. ROLAND HETT,
Solicitor for the Executors
Langley St., Victoria, December 23, 1884.

### Administrator's Notice.

In the Goods of Frederick Black, Late of Cassiar, Deceased.

All persons having claims against the estate of the deceased are hereby requested to send in their accounts to John Grant, of Victoria, administrator, on or before the 1st day of February, 1885, and all persons indebted to the above estate must pay their accounts forthwith to the administrator. D. M. EBERTS,
Solicitor to the Administrator.
Victoria, Dec. 18, 1884.

### Administrator's Notice.

In the Goods of Lawrence Redmond, Late of Cassiar, Deceased.

All persons having claims against the estate of the deceased, are hereby requested to send in their accounts to John Grant, of Victoria, administrator, on or before the 1st day of February, 1885, and all persons indebted to the above estate must pay their accounts forthwith to the administrator. D. M. EBERTS,
Solicitor to the Administrator.
Victoria, Nov 27 1884. nov27-td

### Esquimalt & Nanaimo R. R. Co.

NOTICE.

THE PLAN AND BOOK OF REFERENCE of the Lands required by the Esquimalt and Nanaimo Railway Co., in the Districts of Esquimalt District, Goldstream, and the piece of land lying between Goldstream and the Southern Boundary of Shawnigan District, have been deposited in the office of the Chief Commissioner of Lands and Works, Victoria.

CHAS. E. POOLEY Secretary.
Dated Victoria, 5th Jan., 1885. ja6

### Esquimalt & Nanaimo R. R. Co.

NOTICE.

THE PLAN AND BOOKS OF REFERENCE of the Lands required by the Esquimalt and Nanaimo Railway Co., in the Districts of Shawnigan District, Cowichan District, Quamichan District, Somenos District and Chemainus District, have been deposited in the office of Mr. Henry Fry, Government Agent, Cowichan.

CHAS. E. POOLEY, Secretary.
Dated Victoria, 5th Jan., 1885. ja6


## L. H. WILTON,
### Tent and Sail Maker,

AND DEALER IN JUNK.

☞ BOATS BOUGHT AND SOLD. ☜

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DEPOSITS RECEIVED IN GOLD, SILVER and U. S. Currency. Interest paid on the same on time deposits.

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Sight Drafts & Telegraphic Transfers San Francisco, New York & Canada.

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Have been appointed Agents for the above firm.

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Hogsheads--- Quarters and Octaves Cockburn's Fine Port.

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DOULTON WARE

Vitrified Drain Pipes, 4 & 6 in.

Traps, Junctions, Bends, Gullies, Flush Pans, Etc.

Doulton Ware Feeders and Tiles of beautiful designs.

AGRICULTURAL DRAIN PIPES.

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de9-1m


## Esquimalt and Nanaimo Railway.

Contractor's Office.
VICTORIA, Sept. 22, 1884.

### Schedule of Wages

For WHITE LABOR on the Esquimalt and Nanaimo Railway.

| | | |
|---|---|---|
| Rock Foremen | $5.00 to $4.00 | per day |
| Earth Foremen | 3 50 | 3 00 " |
| Bridge Foremen | 5 50 | 4 00 " |
| Bridge Carpenters | | 3 00 " |
| Blacksmiths, 1st class | | 3 50 " |
| Drillers | 2 00 | 2 25 " |
| Laborers | 1 75 | 2 00 " |
| Hewers | | 3 00 " |
| Choppers | 1 75 | 2 00 " |

All outside labor ten hours per day.

All carpenters to furnish their own chest tools.

All employees find themselves bed, board and lodging.

Boarding Houses will be convenient along the line.

Board $4 per week.

It will not be compulsory for employees to board in the company's houses.

Wages will be paid monthly on the 15th of each month.

GRAHAM & BUSK,
Contractors.
Sept. 23—tf.


PORTLAND ADVERTISEMENTS.

## Murphy, Grant & Co.

IMPORTERS OF

STAPLE AND

# Fancy Dry Goods

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SAM LOWENSTEIN, Pres. WM. KAPUS Sec'y

## THE OREGON Furniture Manufacturing Company.

Offices and Salerooms Nos. 208 & 210 First St. Factory Nos. 209 & 211 Front Street.

PORTLAND, OREGON.

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THEY TAKE BAGGAGE TO ALL Hotels, also check baggage at any hotel, residence, or at the office of the Company.

To all points on the O. R. & N., N. P. R. R. or O. & C. R. Lines, and no charge for checking.

Their Schedule of Carriage Hire is very moderate to any part of the city, and their driver are respectful to their customers.

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When you wish to smoke ask your dealer for the famous

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BUSINESS EDUCATION.

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Got two Premiums at Mechanics

THE BEST IN THE MARKET

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THE BEST! THE BEST!

ASK YOUR GROCER FOR

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The Only Flour that has taken First Medal at Mechanics' Fair Three Years in Succession; also First Prize at State Fair.

All Respectable Grocers and Dealers Keep It.

GEO. SHIEL, - - - - Agent

Portland Office, Morrison street w box, 228.

## MILLER & WEST,
### Commission Merchants

IN GENERAL AND DAIRY PRODUCE.

111 Front St., bet. Washington & Stark

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Agency for the Celebrated Rochester, Minn., "Crescent Creameries" Butter and Cheese.

A full supply of the celebrated Brooklyn Mills Flour.

Consignments solicited and returns promptly made.

Flour, Feed, Hay, Grain, Potatoes, Butter Eggs, Cheese, Dry and Fresh Fruits handled.

J. C. MILLER. WILL H. WEST.

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CLEANING, SCOURING AND DYEING in all its branches. Fancy Dyeing a specialty. Gents Clothing and Feathers cleaned and dyed. Gloves cleaned. Satisfaction guaranteed.

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## MUUAL LIFE INSURANCE Co.,

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ORGANIZED UNDER THE LAWS OF CALifornia and is the strongest Life Insurance Company doing business on the Coast.

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THOS. GUINEAN, Proprietor.
Corner Front and Morrison Streets.
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☞ Free Coach to and from the Hotel.

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Children's Likenesses a Speciality

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Importers and Wholesale Dealers in

WOOD AND WILLOW WARE,

PROPRIETORS OF

SUNSET BROOM FACTORY.

AND MANUFACTURERS OF

—BRUSHES.

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## Grand Pacific Hotel.

Cor. Johnson and Store sts., Victoria, B. C.

This new three-story fire proof brick Building was expressly built for this well-furnished rooms and is one of the best located Houses in the City.

$1.00 A DAY AND UPWARDS.

The bar will be found well stocked with the best brands of wines, liquors and cigars. Billiards and Pool Tables.

DAVID ELLIS, (Late of the Commercial) Proprietor.

## RAILROAD HOTEL,

JOHNSON STREET

Opposite Shotbolt's Drug Store. VICTORIA.

Thoroughly Renovated & Re-furnished

Best Board and Cleanest Beds in the City.

MEALS AT ALL HOURS. Single Meals, 25 cents; Beds per night, 25 cents; Board and Lodging per week $3.50. Terms Cash.

JOHN BEGG, Proprietor

## NEW COLONIAL HOTEL!

Columbia St., New Westminster, B. C.

This new and elegant hotel is NOW OPEN and ready for the reception of guests.

The building and furniture are entirely new throughout, and it is the

BEST FURNISHED HOTEL IN BRITISH COLUMBIA.

The Building is Fire-Proof throughout, is most complete in all its appointments, and strictly First-Class.

☞ Rooms may be secured by Telegraph.

J. E. INSLEY, Proprietor.
CHAS. WILSON, Manager.
dec8-tf

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GEORGE A. PERRIN, winner of Prize and Cup, has been appointed agent for E. A. Turner, Seattle, W. T., importer and breeder of Partridge Cochins, Brahmas, Buff Cochins, White Faced Black Spanish, Brown Leghorns, White Leghorns, Dark Brahmas, Light Brahmas, Langshans, Plymouth Rocks, Golden Polish, Silver Polish, Black Breasted Red Games, White Crested Black Polish, Wyandottes, B. B. R. G. Bantams, S. L. S. Bantams, G. L. S. Bantams, Rouen Ducks, Toulouse Geese, Bronze Turkeys.

Dogs—Scotch Collies, (Shepherds) and other dogs. Address G. A. PERRIN,
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Intending investors should call on us before purchasing, when we will take pleasure in showing them the different properties for sale. As the advantage of being able to buy on the ground is of the greatest importance, investors should not fail to take advantage of the facilities offered by us.

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1880—First Prize Fire Proof Safes— Goldie & McCulloch.
1882—Bronze Medal Burglar Proof Safe— Goldie & McCulloch.
1882—Bronze Medal Fire Proof Safe— Goldie & McCulloch.
1882—Silver Medal Fire and Burglar Safe— Goldie & McCulloch.
1882—First Prize Combination Lock— Goldie & McCulloch
1884—Gold Medal (Highest Award ever given) Goldie & McCulloch.

MONTREAL.

1881—Diploma— Goldie & McCulloch.
1882—First Prize and Diploma— Goldie & McCulloch.
1884—Bronze Medal Fire Proof Safe— Goldie & McCulloch.
1884—Bronze Medal Burglar Proof Safe— Goldie & McCulloch.
1884—Silver Medal Fire and Burglar safe— Goldie & McCulloch.

OTTAWA.

1884—Gold Medal— Goldie & McCulloch.

ST. JOHN, N. B.

1883—Silver Medal— Goldie & McCulloch.

The above are all the HIGHEST PRIZES awarded at the different Exhibitions.

G. ROBERTSON, Victoria,
Agent for British Columbia. dec10-1m

## CANADIAN Pacific Railway, B. C.

NOTICE.

From and after 1st January, 1885 (unless otherwise notified),

Freight and Passengers will be taken Through to Station Near Savona Bridge Crossing.

ROBT. WARD & CO,

Agents Andrew Onderdonk.
Victoria, 26th Dec., 1884. de26

## FIRE!

—THE—

LIVERPOOL AND LONDON AND GLOBE INSURANCE CO.,

OF LIVERPOOL AND LONDON.

CAPITAL . . . $10,000,000.

THIS COMPANY WAS ESTABLISHED IN 1836, and is the largest Fire Office in the world.

CLAIMS PAID in satisfaction of Fire Losses, since date of establishment, upwards of $60,000,000. Losses settled with promptitude and liberality and without reference to head or other branch office.

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## CALT SAFES.

Received in store another car and (assorted sizes) per steamer Olympian.

These celebrated safes are first class in material and workmanship, and are warranted Fire Proof. The Prices are right.

G. ROBERTSON, Agent.
ROBERTSON, McLAGAN & Co.,
Estate Agents, Victoria.